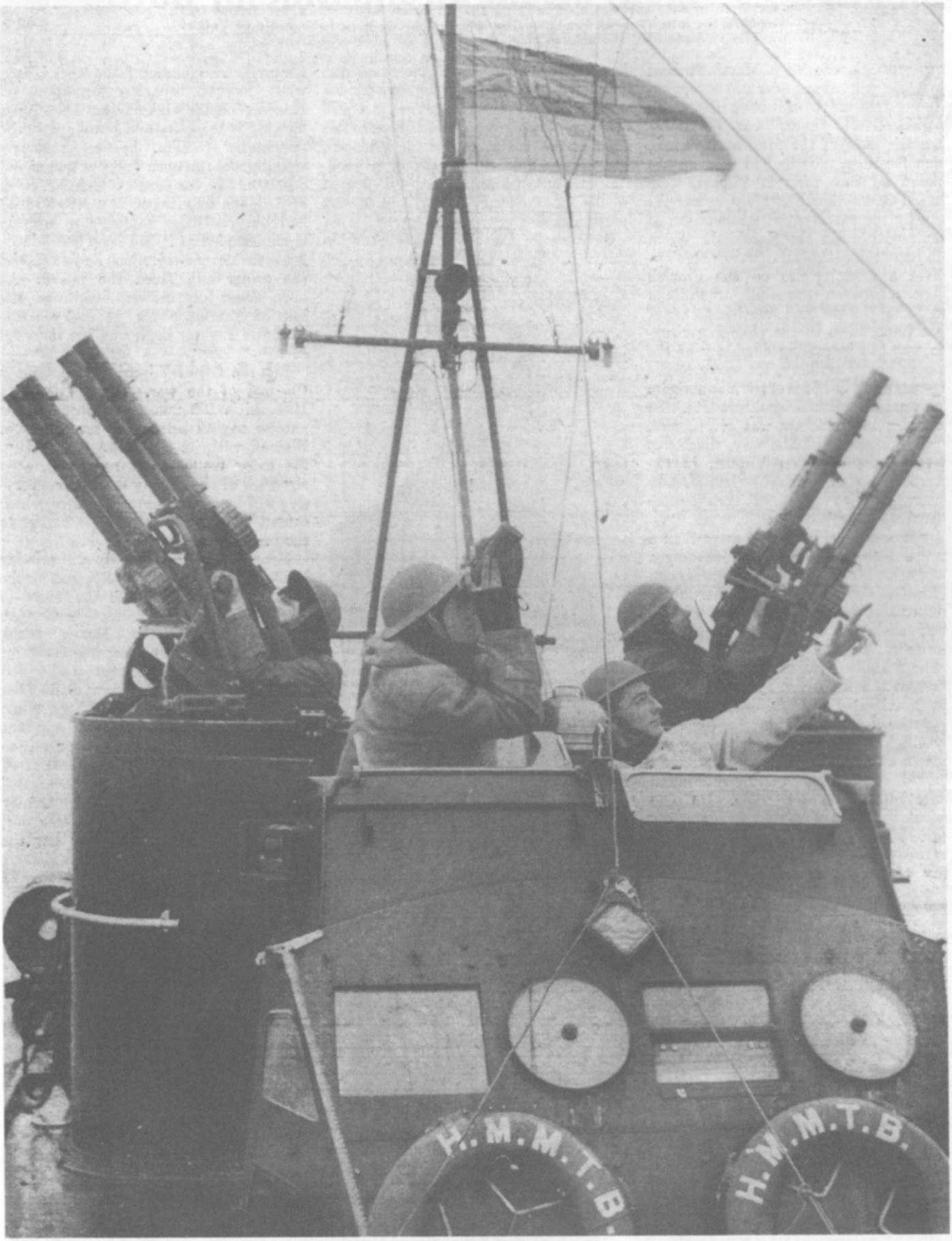


MOSQUITOES OF BRITAIN'S NAVY READY TO STING

This motor torpedo-boat is out on patrol in the North Sea with her fourfold Lewis guns ready to give a particularly warm welcome to any Nazi air raider. The most numerous class is the British Power Boat type, each of which carries two 18-in. torpedo tubes and eight Lewis guns. There are eighteen of these boats, numbered 1 to 19; it would never do to have a Number 13!

Photo, Fox

Viipuri's Agony in the Front Line of Battle

For three months Finland fought against what might seem to be impossible odds; for three months she was able to claim that in nearly every sector her troops had repelled the invader. But the terrific onslaught that constituted the battle of Viipuri compelled the abandonment of part of the Mannerheim Line.

With the coming of March Finland suffered her first real reverse in the war with Russia. Retreat in the Karelian Isthmus was inevitable when the guns of the forts at Koivisto, which for three months had held up the Russian advance towards Viipuri, were silenced and either blown up or carried away by the survivors of the garrison to fresh positions on the mainland. From Koivisto the Russians were able to deliver a flanking fire on the Finnish defences between the Gulf of Finland and Lake Muolaa, and another factor of great importance in the changing situation was the increasing efficiency of the Russian heavy artillery, for many of the dug-outs and pill-boxes of the Mannerheim Line were demolished by direct hits. So the order to withdraw was given, and, fighting doggedly all the way, the Finns retreated gradually on Viipuri, in the neighbourhood of which they had already constructed new lines of considerable defensive strength.

By now Viipuri was little more than a burnt-out shell of the city which only a few weeks before had ranked as second in Finland's list of towns. After being bombed and shelled for weeks on end its black shell of desolation, wrote Mr. George L. Steer, Special Correspondent of the "Daily Telegraph" in Finland, was like the broken towns of Flanders and Northern France after 1914. The destruction wrought was greater than anything done even in Madrid during the Spanish civil war. All its 75,000 people had fled, and now not a living soul found habitation within its walls. Its fine modern buildings were foul with smoke; "in two months," wrote Mr. Steer, "the destructive force of Stalinism has shorn away the social reconstruction of two decades." Seventy per cent of the houses were wrecked, but the gold-handed clock in the cathedral tower was still working, and from the stubby-domed keep of the old granite castle Finland's war flag—a golden lion, sword in hand, blazoned on a white banner—still floated in defiance of the enemy which was hourly drawing ever more near.

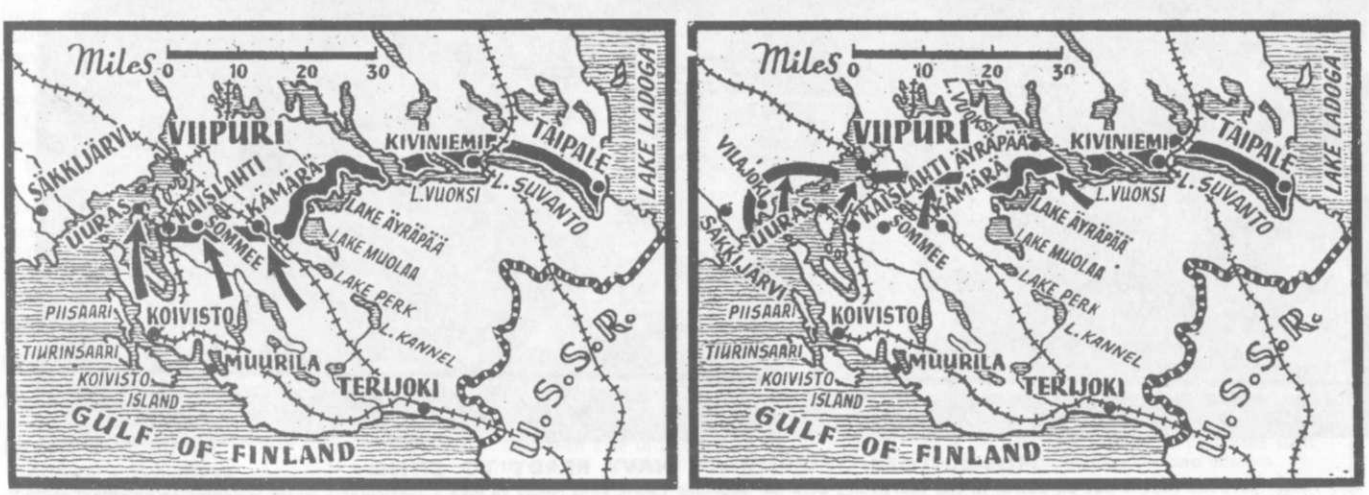
Only one of the city's many churches was undamaged. One church where 200 Finns slain in the Summa battles had been laid had been burnt to its vaults; a cross still stood above the ruins, but the wrecked interior, where the Viipuri fire brigade had done its best to subdue the flames, was a fantastic marble slab of ice. The streets were strewn with furniture hurriedly abandoned as the last of the civilian population fled a week before, when twenty separate formations of Russian 'planes wheeled above the town, blowing it to pieces and burning it up in systematic fashion. Sewing-machines stood before the open doors of houses left desolate. In one house which Mr. Steer visited, the only house in a street which had survived the flames, "a bed lay there rumpled as it had been last lain in. A big tin alarm clock which had awakened the owner still faced the pillow. An open chest of drawers disclosed the hurried rummage for necessary warm clothes. Lighter linen was left there for ever."

Commander of the British contingent of the International Volunteer Force formed to help Finland, Col. Kermit Roosevelt is a son of Theodore Roosevelt, President of the U.S.A. from 1901 to 1909, and a distant cousin of the present President.

Photo, L.N.A.

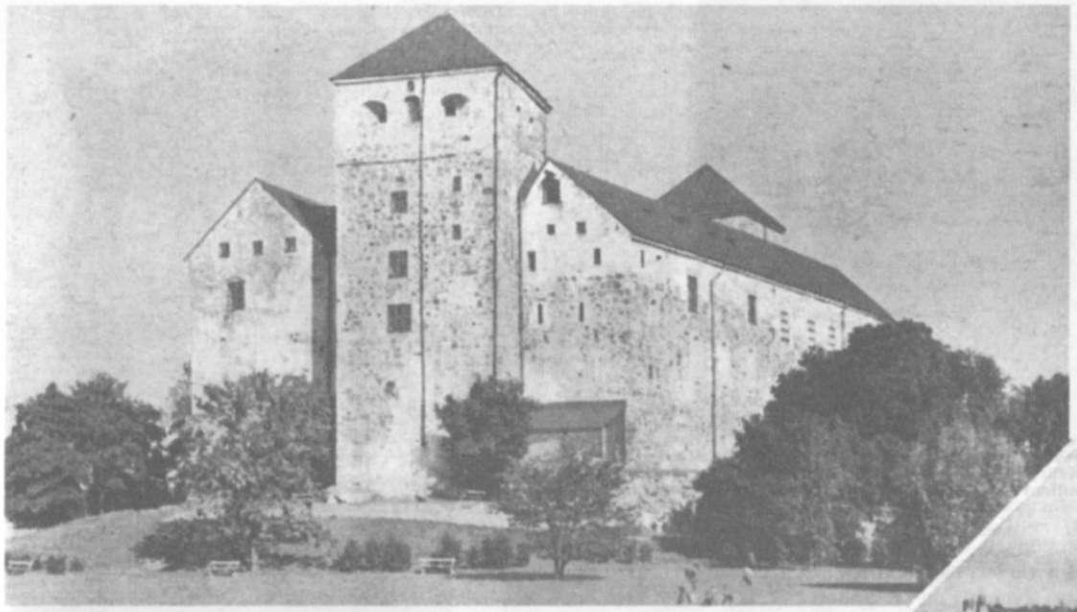
But the fall of Viipuri will not mean the end of the war. From Viipuri to Helsinki is 150 miles, and north of the narrow coastal belt is the great bulk of Finland with its 60,000 lakes. When the snow melts, as it soon will, vast stretches of the thickly forested countryside will be converted into swamps, which cannot but prove a formidable barrier to the progress of Russia's tanks.

Meanwhile, the snows are still proving Finland's most doughty ally, and at the beginning of March came the news of the destruction of yet another Russian force—Moscow's 34th Heavy Tank Brigade, one of the crack regiments of the Red Army—which for weeks had been embedded in the snow drifts near Kitelae, north-east of Lake Ladoga. Some weeks before, the brigade had been sent to the help of the ill-fated 18th Division (*see* page 165), but the tanks were cut off by Finnish patrols and "made laager" in the snow-covered fields. Apparently no attempt was made at breaking out, and this in spite of the fact that the Finnish attackers were, comparatively speaking, a mere handful. On February 22



Since the beginning of the Russo-Finnish war on November 30, Viipuri (or Viborg, to use the Swedish style) has never been far from the firing line, but early in March fighting was taking place in its suburbs. By then the city was reduced to an empty ruined shell. The progress of the battle for Viipuri is illustrated in these two maps: left, the position at the end of February 1940 and, right, on March 5, when the town was invested, when Äyräpää had became almost a Finnish Verdun, and Red troops had effected landings on the mainland to the west.

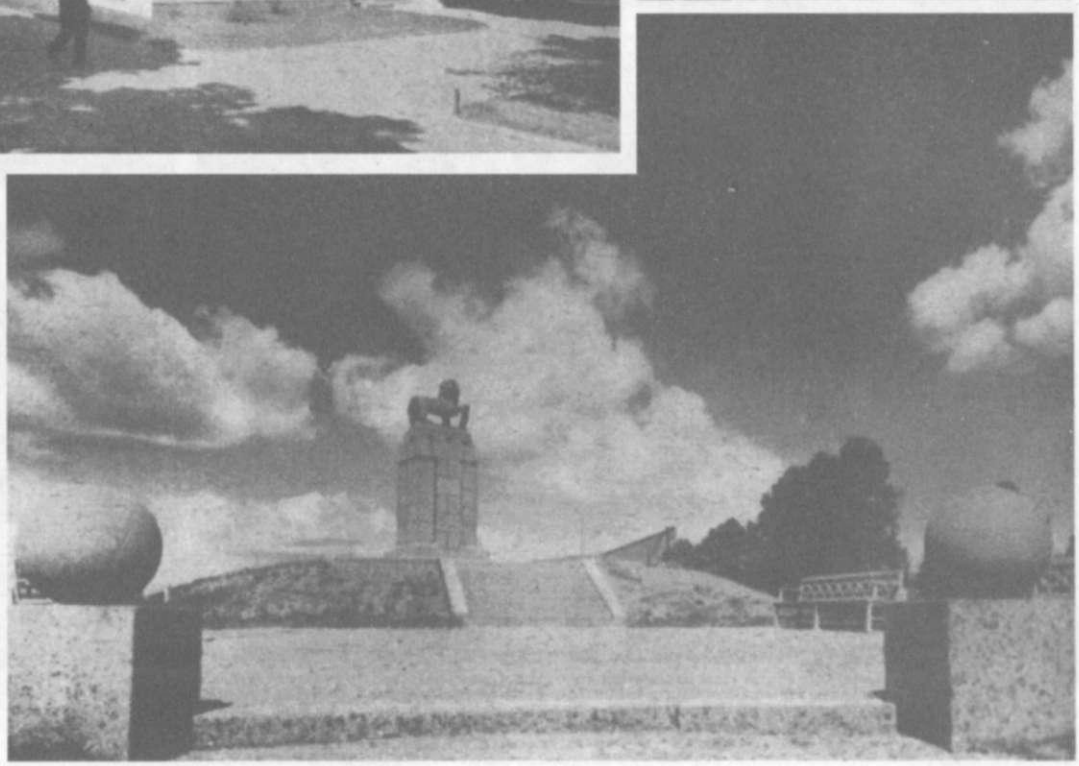
Some of the Places Befouled by Soviet 'Planes



Before she was plunged into war Finland was attracting year by year an increasing number of visitors from overseas, who found in her pleasant cities and towns both modern beauty and ancient charm. The old castle at Turku (Abo), left, was one of the most popular of the country's "sights"; and tourists found much to interest them in the market-place of Viipuri (below). Now, however, both Abo and, to a much greater extent, Viipuri, bear the marks of frequent bombing and bombardment.

Photos, Derek Wordley and L.N.A.

Much of Finland's attractiveness is derived from the skilful combination of a peasant culture with the life of an up-to-date business community. Finnish modern architecture has been justly praised, and above is a famed example—the Municipal Library at Viipuri.



One of the finest things which Viipuri, Finland's second largest city, has to boast is the splendid monument of National Independence whose outstanding feature is the symbolic lion (right) mounted on a pedestal of giant blocks. The memory of the [men who fell twenty years ago is the inspiration of those who fight the same enemy today.

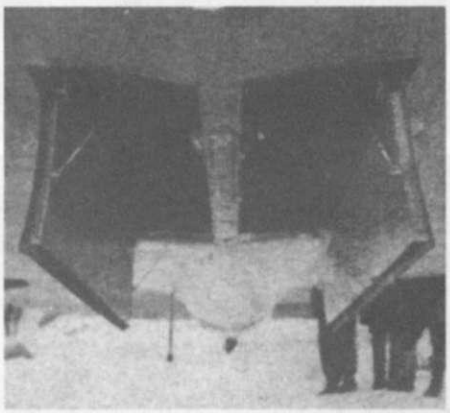
Photos, Derek Wordley and L.N.A.

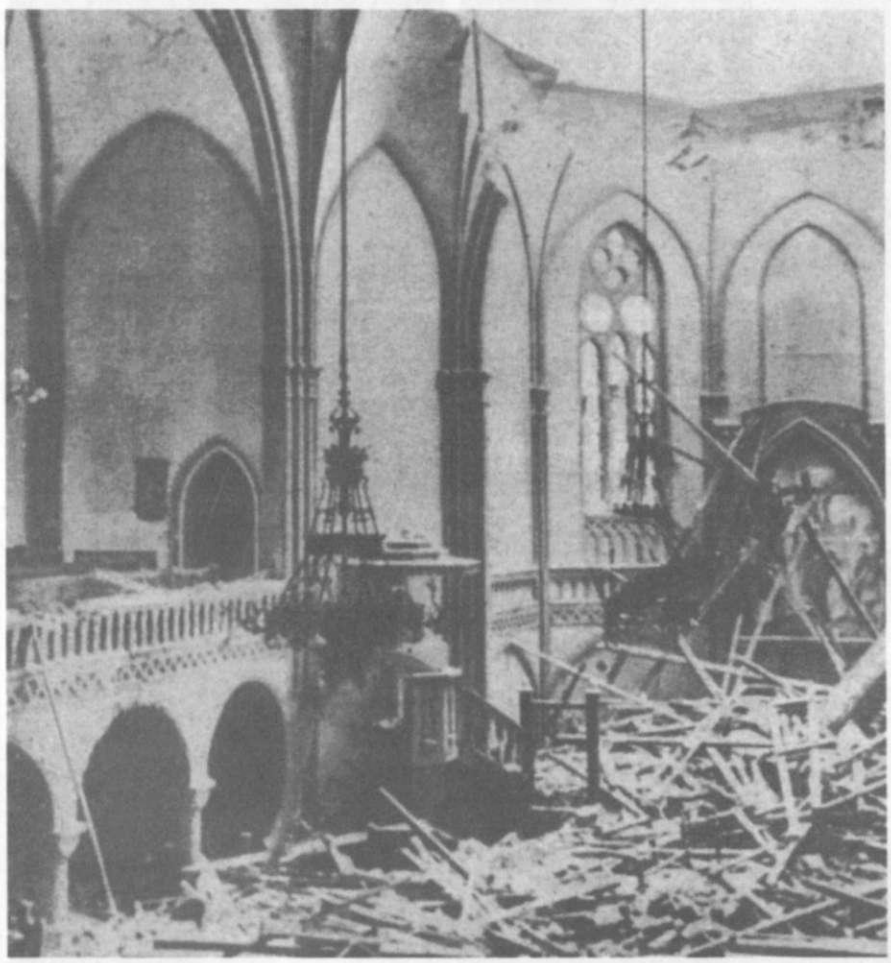
Red Barbarism's Triumphs in the Finnish Scene

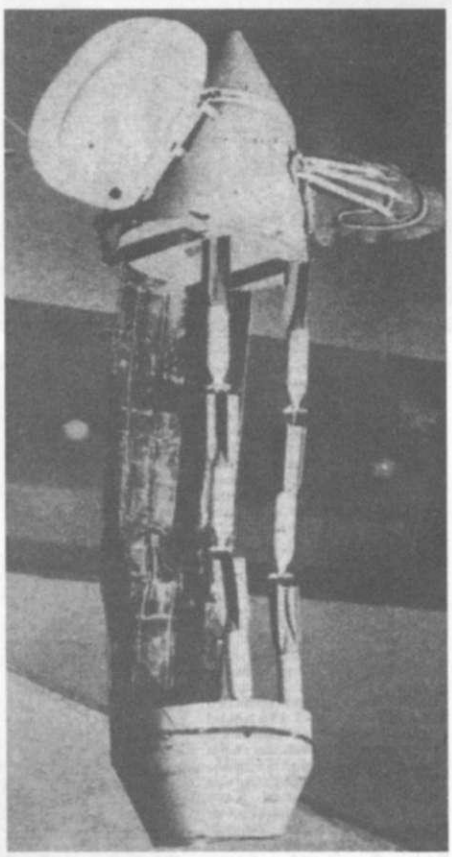
Here is a timber-built homestead, such as may be seen in thousands in every part of Finland. But, alas, these inoffensive dwellings have attracted the attention of the Russian bombers, and such a picture as that seen right is now an all too frequent component of the Finnish scene.

the besieged ate their last cooked food —horseflesh—and already they had begun to gnaw the bark of trees. For a few days a piece of bread about half the size of a man's fist was issued, and then they subsisted on rusks and biscuits dropped by Russian 'planes. Eventually starvation and extreme cold sapped their powers of resistance, and on February 28 the Finns carried the position by assault.

The booty taken by the Finns was as usual tremendous. More than 200 Russian lorries and cars were found standing in orderly rows as if they were on parade, and in addition 105 tanks—and several mobile cinemas and printing presses !—fell to the victors.







Although they indiscriminately bomb Finnish churches (above) and hospitals, the Reds do not get it all their own way. Centre (right) is an underside view of one of the many bombers which have fallen intact into Finnish hands ; note the open bomb traps. Red bombers have dropped as many as 6,800 bombs in a week. Fortunately, many have failed to explode, like this aerial torpedo (right)—these are grimly nicknamed "Molotov's bread baskets"—containing 60 incendiary bombs, which is now on show in Helsinki.

Photos, Derek Wordley, Fox, Planet News and Central Press

The Mystery of Murmansk

Something is happening at Murmansk, but what is difficult to perceive through the fog of rumour. Below we give a review of possible moves in that quarter, accompanied by an account of the Murmansk Expedition, still fresh in the memories of many ex-Servicemen.

MURMANSK is in the news again—Murmansk, Russia's port on the Arctic, her only ice-free port in northern waters, if one leaves out of the question those recently "leased" in Estonia and Latvia. A few months ago it provided a refuge for the homecoming "Bremen" and for the "City of Flint," the "Deutschland's" captive. Now there are reports of German submarines sheltering in its harbour, watched by British naval units just out at sea; rumours, too, of unrest and confusion in the town itself where the people, half-starved owing to the frequent breakdowns on the railway linking Murmansk with Leningrad, are said to be in daily fear of bombardment by the Allied warships.

Less than 25 years ago Murmansk was just a collection of log huts, but in 1916 the completion with British aid of the railway line across the Kola peninsula, and so on through Kandalaksha and Kem on the White Sea to what was then Petrograd, led to a rapid development, for along this railway were dispatched huge quantities of military stores sent from Britain and America to their ally, the Russia of the Tsar.

Under Soviet rule the district has been extensively colonized, and many improvements have been made in the port. Shipbuilding yards have been constructed, and not only is Murmansk the centre of a flourishing fishing industry, but it is the port from which huge quantities of timber, cut by political convicts in the forests of the Kola peninsula, are exported. Much of this timber has gone in the past, and still goes, to Germany, and perhaps the presence of the British fleet is intended to put a stop to this traffic in a vital war material. Another reason may be the considerable number of German merchantships which took refuge in the harbour at the outbreak of war and are still there, waiting a favourable opportunity for dashing out and making for home. While most of their homeward journey could be made in Norway's territorial waters, before these can be reached from Murmansk there has to be traversed a gap of some forty miles of Finnish water in front of Petsamo; and it seems reasonable to suppose that somewhere in the vicinity the Allies have set their trap for homebound skulkers.

When the British Held Murmansk

Just over twenty years ago, it is interesting to recall, Murmansk was occupied by a British Expeditionary Force under General Maynard (now Maj.-Gen. Sir Charles Maynard). This was dispatched in the spring of 1918 to protect and occupy part of the recently-constructed Murmansk railway, which was then being threatened by an army of Finns under German control; other reasons were the desire to save from the Bolshevik hordes then overrunning the distracted country the large quantities of military stores at Murmansk, and to create a diversion which would dissuade the Germans from releasing more of their divisions on the Eastern front for service in the West. The first units landed in February 1918, but Murmansk itself was not occupied until June, when an army composed of British, French, and

This photograph taken in 1918 shows British troops in Petrozavodsk, the Russian town on Lake Onega which was farthest south reached by the Murmansk Expedition of that year

American contingents was landed. At first the local Soviet supported the invaders, and the Allies were able to push down the Murmansk railway, occupying Kandalaksha and Kem on the White Sea (places recently threatened by the Finn ski-patrols), until in the summer of 1919 they reached the shores of Lake Onega. There was a fight on the lake in which a British flotilla, aided by land and air forces, captured two Bolshevik steamers and took the port of Talvuiski.

A few weeks later the Allies were threatening Petrozovodsk; the Bolshevik base on Lake Onega, some 500 miles south of Murmansk, but in September the evacuation of North Russia was in progress. The Allies withdrew northwards along the railway, closely followed by the Bolsheviks, and by the end of 1919 the Murmansk expedition had passed into history.

The commander of the expedition to Archangel, which was part of the same scheme of operations, was Gen. Ironside, now Chief of the Imperial General Staff.

Here is Murmansk as it appeared in 1918. Just a collection of log huts, its harbour often received the ships of the Allies bringing stores, and later troops, to help maintain the eastern front against Germany. Note the French soldiers and reindeer sleighs. *Photos, A. B. Howse*

Unhappy Poland is Looted by the Nazis

Once the author of this article was a staunch supporter of the Kaiser's rule and served in the Imperial Army which overran the Poland of that day. Now, however, he turns with horror and disgust from the excesses of his countrymen, and exposes the iniquity of Nazidom with the understanding that only a German can possess.

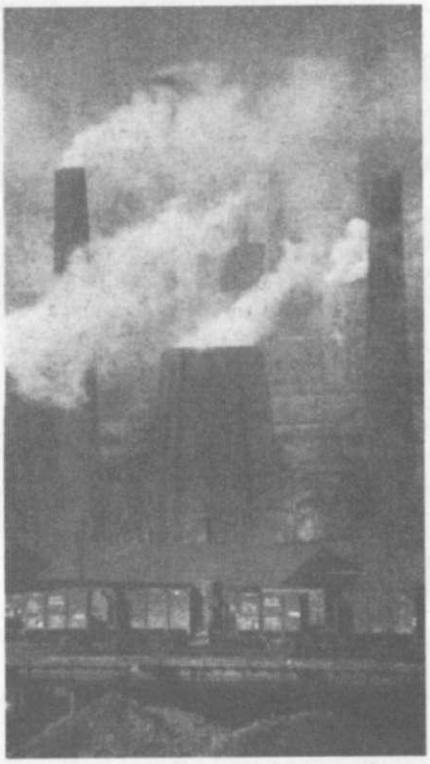
On February 9, 1940, Dr. Frank, Governor-General of "German" Poland, made a remarkable speech to foreign journalists in Berlin. "Never," he said, "have the Poles been so well off or so happy. There is not a concentration camp in the country, and Poland is heading for a period of prosperity such as not even the Jews have enjoyed before." At the same time he denied the existence of a Jewish reservation in the Lublin area and all reports of mass-executions, and in general refuted whatever news the world's Press, the Vatican, etc., had published concerning the plight of the Polish people.

It is doubtful whether the authors of this insolent bluff really intended it for the foreign public opinion to which it was addressed, or merely for the consumption of those Germans who may still be inclined to criticize the Nazi government. As far as such criticism is directed against co-operation with the previous arch-enemy, Soviet Russia, or simply against sharing the spoils with Moscow, the Nazis are successfully endeavouring to prove that they have got the better part of the bargain. Their loot comprises foodstuffs, raw materials, finished and half-finished goods, machinery, rolling stock, valuables of all kinds, useful plant, and slave labour a-plenty, and for the moment nobody in authority cares in the least who will have to foot the bill—an attitude strikingly resembling that of Ludendorff when he ordered the destruction of the coal-mines in northern France on the eve of the German retreat in 1918.

As head of German industry, Field-Marshal Goering, by a decree issued on February 21, 1940, confiscating agricultural areas and goods not owned by Germans, has ordered all available stocks and reserves to be removed from the factories in the Polish Protectorate and transported to the Reich "as required." This means that—as far as they have not been looted before—every serviceable engine, motor, lathe and spindle will be requisitioned as rapidly as use can be found for them in the Reich. The Polish textile industry, which employed more than 1,500,000 cotton spindles in the Lodz area alone, besides the somewhat less important district of Bialystok and the wool industry in the Silesian area of Bielice and Teschen, has ceased to exist. Hundreds of thousands of poor industrial workers, mostly women, in these areas are faced with starvation, for the factories, if not already destroyed in the war, are now to be stripped of every piece of machinery.

Raw Materials Taken for the Reich

Timber, coal and zinc, the three main products of Polish heavy industry, are equally exploited and plundered by the predatory Nazi looters. No figures are available, of course, but the boastings by the German Press of a considerable improvement in the fuel and timber situation due to the "regained" Polish reserves indicate clearly enough the course adopted by the plunderers. The Polish iron and steel industry, which, before the war, employed some 50,000 workmen, is now working exclusively on German armaments, as far as the plant could not usefully be dismantled and transferred to the Reich. The Nazis were less successful, however, with that portion of Poland's treasure which they most badly needed; the oil wells, yielding between 500,000 and 700,000 tons a year, mostly fell into Bolshevik hands, and only the Jaslo area with a production of about 150,000 tons is available for the German needs. As these needs are estimated at at least 10,000,000 tons under war conditions, a new drive to increase the output of the above-mentioned Galician wells would at best produce a mere drop in the ocean.



Most of the industrialized areas of Poland are included in the Nazi-occupied portion of the country—e.g. Katowice, whose great ironworks are shown above—and are now being developed in the interests of the Reich.

In spite of these industrial depredations, Poland might still go on living, if poorly, as two-thirds of her population were always engaged in agriculture. But here, too, with a wanton cruelty for which war conditions are no excuse, German looting has been wholesale. All modern agricultural equipment was confiscated, together with all cattle, grain and potatoes.

Worst of all, every physically fit Pole—including every prisoner of war—is being transported into the Reich to be employed on forced labour. There he shares with Czechs, Slovaks and Jews the status of a coolie, officially and formally denied all legal protection, standard wages and payment for overtime. And while his family at home is left to starve, 300,000 South German settlers are joining the Baltic emigrants as "colonizers" of the stolen Polish land. The conquest of Poland is made to pay—if only for a time.

These Polish soldiers, captured in the course of the operations last September, are being marched to work under armed guard. Their lot is now that of agricultural serfs, and all their labour is for the conqueror's profit. Many hundreds of thousands of unhappy Poles are now working on the German farms—coolies in Central Europe. *Photos, Wide World and E.N.A.*

First Honours to Norfolks: Men and the Place

Striking in itself, this photograph has an added interest in that it shows the actual patrol whose two principal members, Captain F. P. Barclay and Lce.-Cpl. Davis—their photographs are in page 249—were given decorations on January 11, for bravery and coolness whilst on patrol in "No-Man's land." They thus obtained for their regiment, the Norfolks, the honour of winning the first two decorations awarded to the Army for service in the present war. In this photograph the patrol is shown approaching a trench in the forward zone.

Photo, British Official: Crown Copyright

Soon They Hope to Win Fresh Laurels

Led by a lieutenant with revolver at the ready, a detachment of the Durham Light Infantry file up a trench just behind the front line.

FOUR of the most famous regiments in the British Army now in France, waiting for the Germans to "start something," are represented in the photographs in this page. All four have battle honours that tell in graphic fashion our history for more than 150 years, and they all served with honour and distinction during the last war. And now all are hoping that new honours will soon go to join the old.

The Border Regiment attack a farm during exercises behind the lines, right. A frightened enemy will take cover anywhere, and a haystack makes a good hiding place, so our men practise "mopping up" in readiness for the time they march into Germany.

While the thick blanket of snow suspends major operations, men of the Dorset Regiment (above) get Bren gun instruction behind our lines. Then the Royal Artillery gunner (right) is ready for anything.

Photos, British Official: Crown Copyright

Old Hands 'Do Their Bit' Again in France

Smiling because he is "doing his bit," this Pioneer works the dockside crane-winch, loading and unloading ships carrying military stores.

Work hard and then play is the motto of the Pioneer Corps. Somewhere in France, top right, they are unloading empty sandbags into a railway truck. Then, after work, a spot of boxing (above) keeps them fit.

THE Auxiliary Pioneer Corps gives the "old 'uns" a chance to serve their country yet again. It was formed on October 26, 1939, and is a direct descendant of the Labour Corps of the last war. Only men between the ages of 35 and 50 are eligible to join.

The Pioneers serve both at home and in France, where these pictures were taken. Their job is to ensure the proper maintenance of all kinds of supplies to the British armies at home and abroad.

This crane-driver takes a breather while work is slack; perhaps he is thinking of the concert party (left) which his pals gave in the camp the night before.

Photos, British Official: Crown Copyright

What Is this 'Vicious Spiral' of Inflation?

Everybody talks about "inflation" and the "vicious spiral," but few of those who use the words with confident familiarity have any clear idea of what they mean. Below is an essay in explanation by E. Royston Pike of the Editorial Staff of THE WAR ILLUSTRATED.

WHEN at the end of 1918 the German soldier returned from the front to his home in the Fatherland he found that he had to pay about four times as much for the same goods—food, clothing, house-room and so on—as he did just before the war. Two years later prices had risen still more, until they were fifteen times what they were in 1913. In 1921 they were over nineteen times. . . .

Then they became astronomical, so that the poor fellow must have grown quite dizzy. The average of prices for 1922 was 34,000 times that of 1913, and in 1923—the year of the French invasion of the Ruhr—the figure was 16,620 followed by seven noughts! As the prices rose wages rose too, but although the wage rates were changed almost daily they were never able to catch up with the prices of the goods in the shops. People with money to spend spent it as fast as they could; people who were in receipt of pensions were ruined over-night; debtors hastened to pay off their commitments with money which, though nominally correct, was in reality sufficient only to buy a postage stamp or an egg. In a short time all business was at a standstill, for no one wanted to enter into a contract to pay so many marks at a future date when the value of the mark was falling day by day, even hour by hour, until it was literally true that a man would have to take a barrow-load of mark notes to pay his week's rent! Eventually the old currency was wiped out, and a new unit of value—the Rentenmark, nominally based on landed property—was introduced. But by then Germany's middle class had been ruined.

Reichsbanknote
Fünf Millionen Mark
zahlt die Reichsbankhauptkasse in Berlin gegen diese Banknote dem Einlieferer. Vom 1. Oktober 1923 ab kann diese Banknote aufgerufen und unter Umtausch gegen andere gesetzliche Zahlungsmittel eingezogen werden
Reichsbankdirektorium

German inflation reached its worst in the autumn of 1923 when so many mark notes had been put into circulation that the value of the mark vanished into nothingness. Above is a note for 5,000,000 marks which on the day it was issued may have sufficed to buy a meal.

Why was there this fantastic rise which brought such ruin in its train? Because money was being issued by the Government as fast as the printing-presses could work—money which had no real relation to the goods and services which it was supposed to buy.

Here we encounter the Quantity Theory of Money, according to which the level of prices in any community depends on the relation which exists between the quantity of goods and services which are actually being sold, and the quantity of money which is available for their purchase. This is the theory which lies at the root of all talk about "inflation," which may be popularly defined as the position which arises when goods and money get, so to speak, out of step. Prices in a community are stable as long as the amount of money in circulation keeps the same proportion to the goods and services which are offered for sale. But if the amount of goods continues the same and more money is put into circulation, prices will rise. In the same way, if the amount of money is the same but there are fewer goods, then, again, prices will rise. In both cases there is "Inflation."

Inflation is unjust to individuals, particularly to those who are living on fixed incomes, pensioners and so on; it is distinctly unfavourable to saving. The opposite process, Deflation, which is in effect the reduction of the supply of Money as compared with that of Goods, is disastrous to employment, for it means lessened profits, reduced wages, short time, and wholesale "sackings."

In all countries during and immediately following the Great War there was inflation; in England, for instance, the cost of living which in 1913 was represented as 100, had risen by 1920 to 255.

In this war there has been so far little real inflation in Great Britain, but judging from past experience it will be with us before very long. In the course of the country's immense war effort millions of people are, or soon will be, working in Government factories producing articles not for sale, but destined as free gifts for the enemy. These people are all receiving wages, so that the amount of money in circulation in the country is probably far greater than in peace-time, but the amount of goods—"consumer goods" as they are called in economic jargon—on which the money can be spent is very much less than in peacetime. Soon we may expect the goods whose prices are not controlled to rocket in price, and so the cost of living will rise. There will then be a demand for wages to rise so as to keep step with the increase in the cost of living; higher wages will mean more money directed towards the purchase of such goods as are on sale—result, more price rises, more wage increases, and so on. This, in fact, is the "vicious spiral" of inflation.

How are we to avoid it? Some are urging that those people who are receiving larger incomes than before the war should save the whole of the increase by putting it in the Post Office, but is it surely socially unwise, economically wasteful, and morally wrong to urge a man who, after a long spell of unemployment, is now in receipt of a good wage, to save instead of buying boots and clothes and other necessities for himself and his family,

In normal times the situation would eventually right itself by the cruel but effective process of deflation and slump. When all the factories were fully employed, when all available labour was at work and all the monetary resources invested, then the time would come when the quantities of goods which were being produced could not be profitably sold, profits would fall, production would ease off, bank credits would be withdrawn, and unemployment would ensue—in other words, the whole grim process of deflation.

That process cannot work in wartime, for as long as war continues the Government may be expected to mobilize more and more of the resources of the country.

Problem of 'Surplus' Money

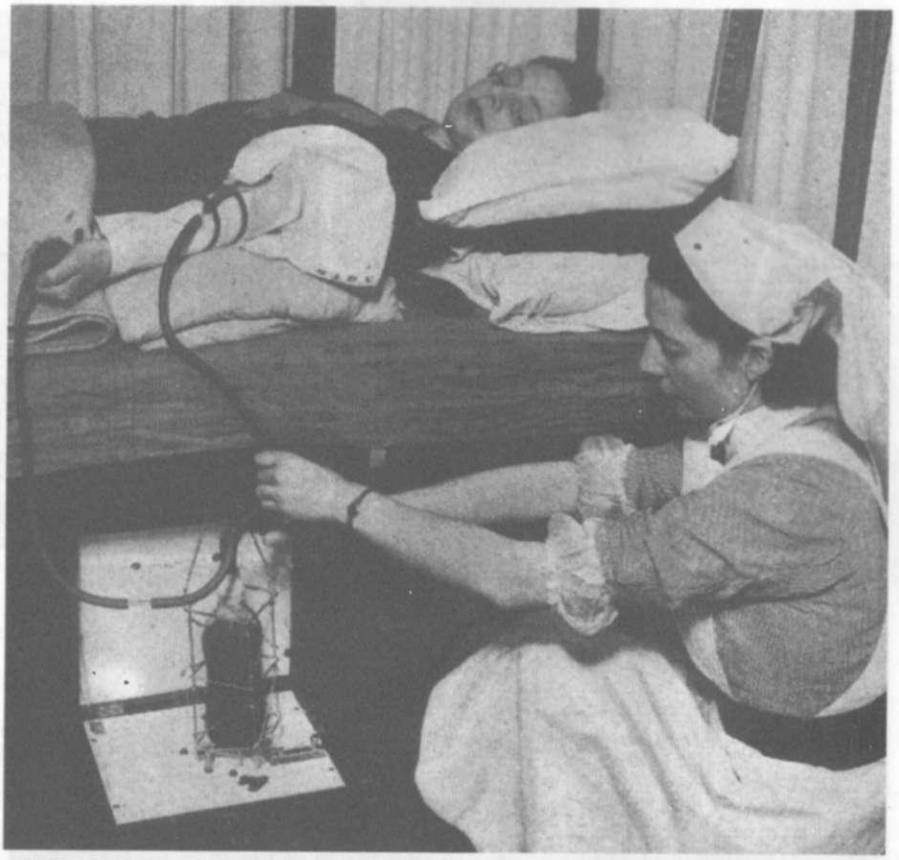
What then can be done with the money which will be in the people's hands, but which either they *cannot* spend because the goods they would like to buy will be deficient, or *should not* spend, because if they do the prices of such goods as are on sale will soar?

There are several alternatives. In the first place, wages could be cut so as to approximate to the actual cost of keeping body and soul together; this is the method which is being adopted by the Totalitarian States. Or taxation could be raised to unprecedented levels so as to soak up all the extra money which is being earned; but it is unlikely that the workers would put their hearts into their jobs, if their extra earnings were to be snatched from them by the tax collector. Or the "floating" money could be withdrawn from circulation by being saved voluntarily, as urged by the National Savings Campaign. There is still a fourth alternative, that now prominently associated with the name of Mr. J. M. Keynes—"compulsory savings," or "deferred pay." Under this scheme a certain proportion of earnings above a certain level would be kept back and compulsorily invested until after the war.

How Blood in Bottles Saves British Wounded

This V.A.D. is removing a needle by means of a tape, as it must not be touched. Blood will be drawn out through the hollow needle when it is inserted in the donor's arm.

THE Army Blood Transfusion Service at Bristol was organized to supply blood for transfusion to wounded or sick men of the three Services anywhere in Britain or France. Instead of sending the civilian donor up to the front line casualty clearing stations, his or her blood is taken at a hospital, kept in cold storage, and rushed by aeroplane to the spot where it is needed. In the Great War very little was known about blood transfusion, but since 1918 it has become an exact science, largely due to experience gained in the Spanish Civil War. To-day the best medical brains in the country have organized this life-saving service.

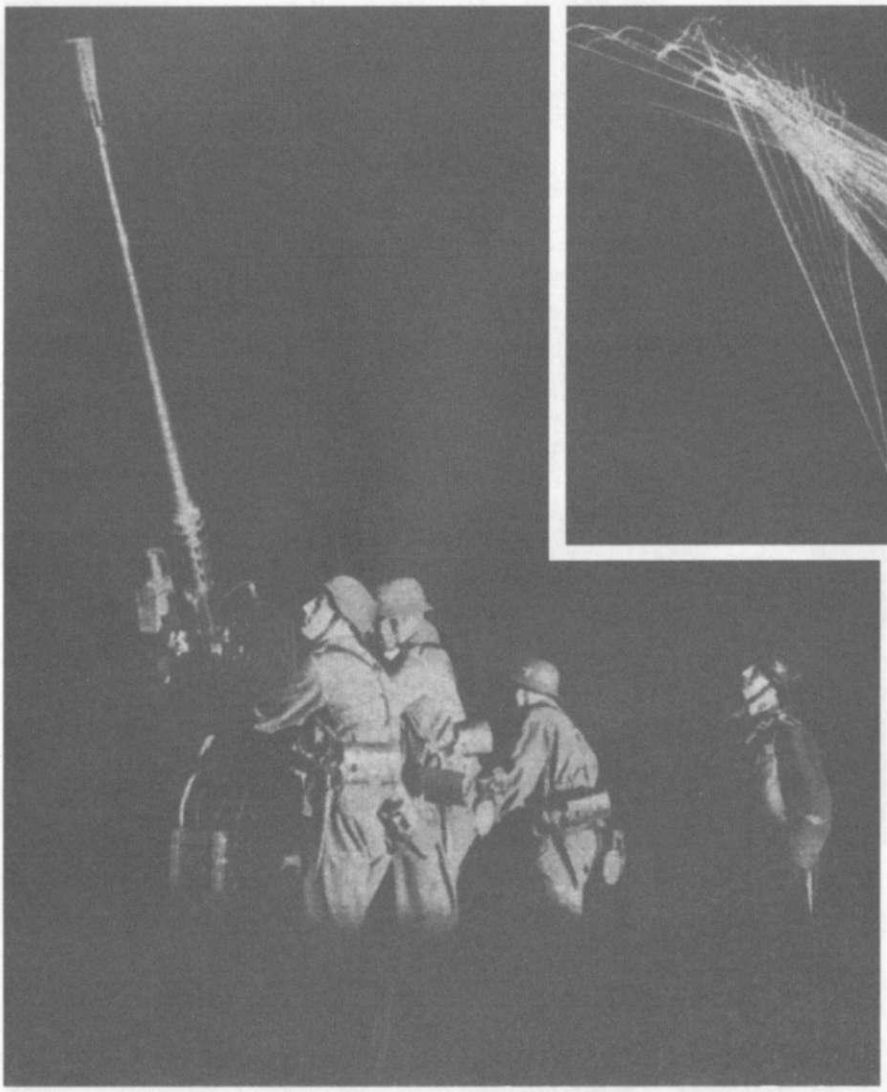


One of the donors of blood to the Army Blood Transfusion Service has just had blood drawn from her arm. The blood will be stored in this bottle until needed by men injured on service. The process is simply reversed when the patient receives the blood.

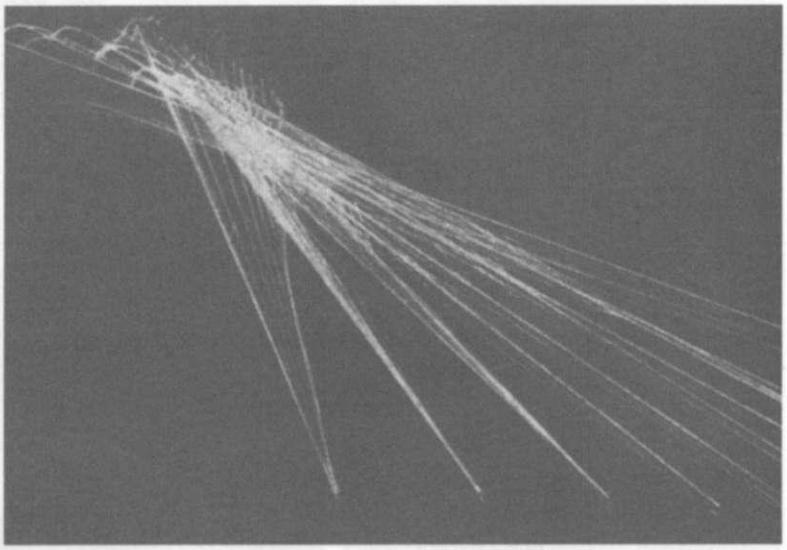
Every precaution has to be taken to keep the blood sterile, and the R.A.M.C. men in the photograph (left) wear masks so that germs from their breath cannot reach the flasks of blood whilst they are sealing them. The blood is stored in the refrigerator (centre) until required in an emergency. On the right is a case in which bottles of blood are sent away by aeroplane. In the lid is a small container filled with ice to keep the blood cool.

Photos exclusive to THE WAR ILLUSTRATED

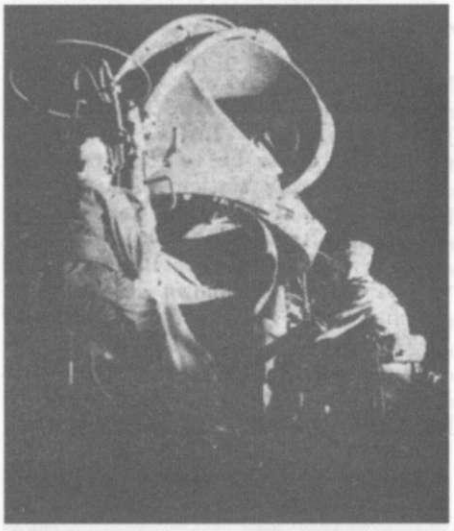
R.A.F. Coming! Nazi Baltic Guns in Action

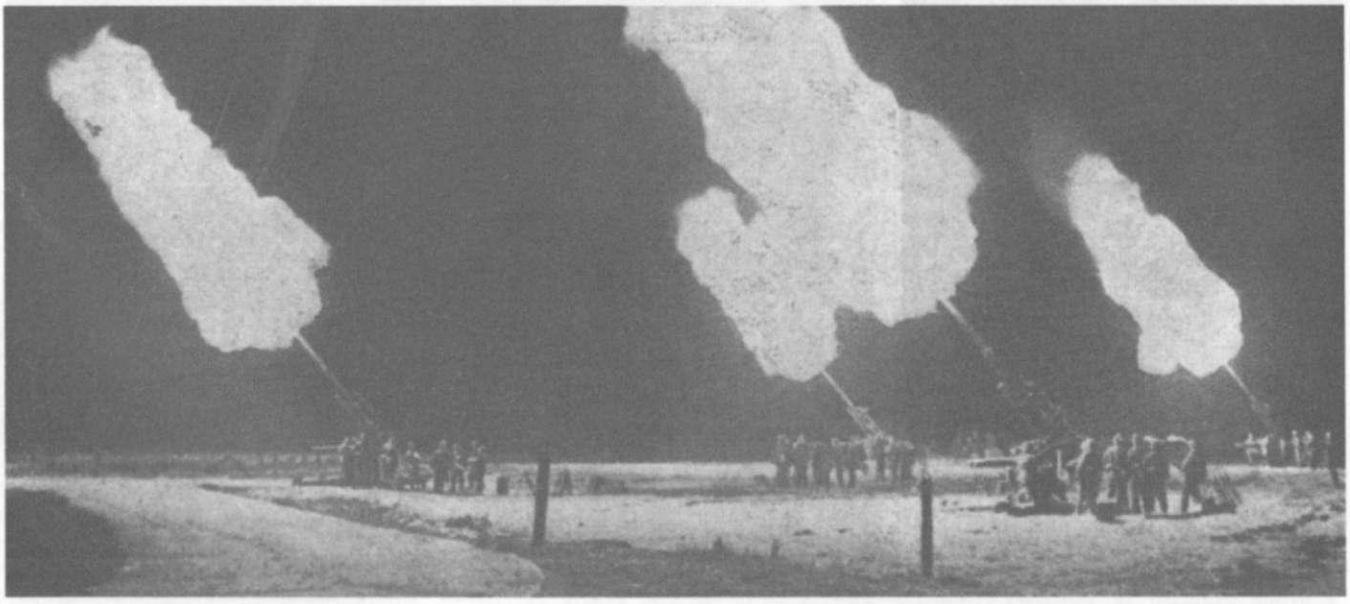


This 3·7 anti-aircraft gun can fire up to an angle of 70 degrees, and in this photograph, taken when a Nazi anti-aircraft gun on the Baltic was in action at night, we see it trained at its highest elevation against an enemy raider. In a few seconds more tracer bullets will be discharged into the dark sky.



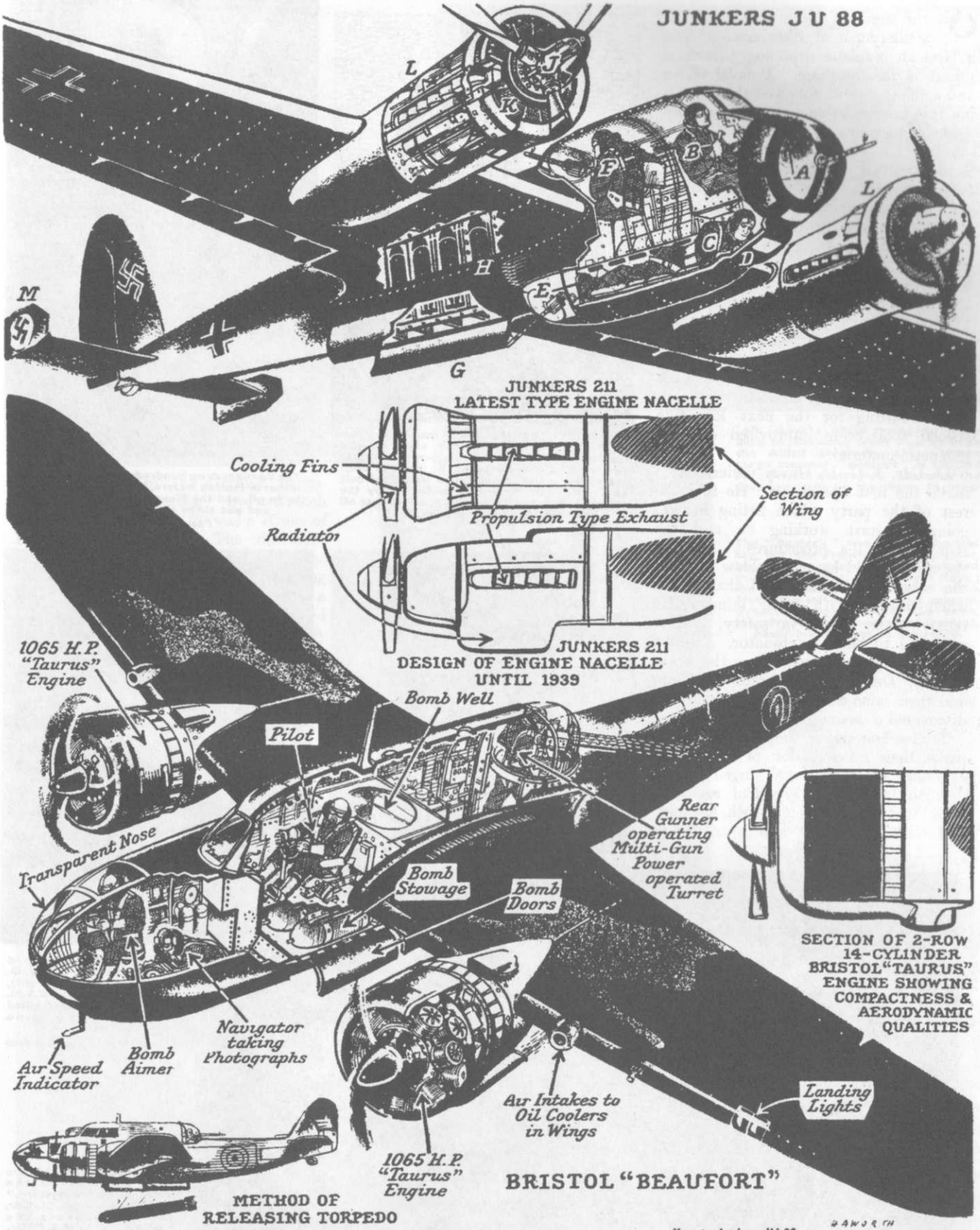
Tracer bullets make blue lines against the sky, enabling other guns to be brought to bear. When many of them are in the sky the scene resembles a firework display.





In this page we have glimpses of the Nazi anti-aircraft defences on the Baltic coast; these very guns may have blazed at the R.A.F. 'planes when they made their recent reconnaissances over that area. All the guns are controlled by a detector (centre, right), which gives the direction, height and speed of the approaching 'plane. In bottom photo, guns of the anti-aircraft defence are coming into action, and the equal jets of smoke from each show that they are firing a salvo with precision. *Photos, Fox*

Many-Purpose Bombers—German and British



The Nazi Junkers JU 88 and the British Bristol Beaufort machines here illustrated show the modern trend towards fast multi-purpose bomber-reconnaissance aircraft. The JU 88 (top) achieved an international record of 321 m.p.h. early in 1939. It carries a crew of 3 and a bomb load of 2,500 lb. The Junkers 211 inverted V-12-cylinder engine is now installed in a streamlined nacelle (centre inset). It employs 12 pumps injecting petrol directly into the cylinders instead of carburettors. The Bristol "Beaufort"—probably the world's fastest bomber—also has a speed of well over 300 m.p.h., carries a crew of 4 and a heavy load of bombs or a torpedo. It has two 2-row 14-cylinder sleeve-valve Bristol "Taurus" engines (inset right). *Specially drawn for* The War Illustrated *by Haworth*

HAWORTH

Key to Junkers JU 88

A. Forward gun position. B. Pilot. C. Bomb aimer. D. Bomb aimer's window. E. Rear downward firing gun. F. Rear gunner. G. Bomb doors. H. Bomb stowage. J. Automatic variable pitch airscrew. K. Circular radiator. L. Two 12-cylinder inverted V-engines of 975 h.p. each. M. Auxiliary tail plane fins.

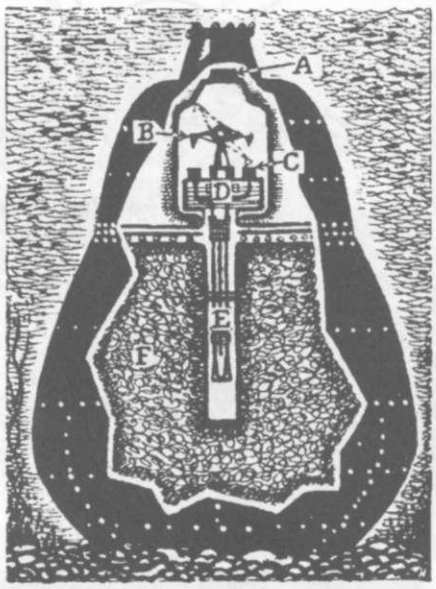
Detectives of the Death-Mine

On the night of November 27, 1939, artillerymen at Shoeburyness saw a German seaplane dropping parachute mines on the foreshore. A naval officer and a photographer followed the retreating tide until near enough to take flash-light photographs.

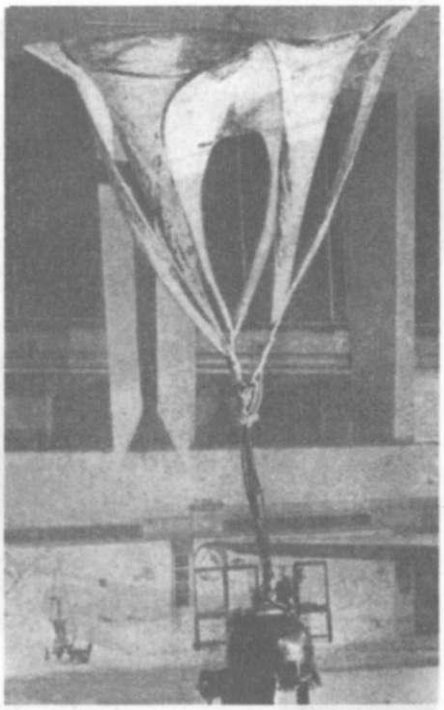
Experts from the Portsmouth Mining School arrived 6 hours afterwards, and then began the heroic work which, as Mr. Churchill said, "reads like a detective story." Five men, Lt.-Cdr. J. G. D. Ouvry, Lt.-Cdr. R. Lewis, Lieut. J. Glenny, C.P.O. C. Baldwin (later killed while on service), and A.B. A. Kearncombe, set about the dangerous task which might well cost them their lives, but would, if successful, reveal the secret of the Nazi magnetic mine. First they anchored the mine and then made pencil and paper rubbings, of the external fittings, and whilst waiting for the next low tide special tools were improvised of non-magnetic material.

Lt.-Cdr. J. G. D. Ouvry undertook to make the first operations. He told the rest of the party which fitting he was going to start working on and the sequence of his procedures. Thus, if the mine should happen to blow him up, the others would beware of that fitting when dealing with other mines. He removed the fitting in safety, and it appeared to be the detonator. So the whole party got to work on the other fittings. One by one they removed them, and then came a nasty shock when they discovered a second detonator!

Twelve hours after they had arrived to make their investigation of this latest example of the Nazis' ingenuity in devilish invention, they had sent the mine on its way to Portsmouth, harmless and with its secrets laid open before the experts.



When first laid the Nazi magnetic mine remains harmless until the seal, A, has dissolved. Then a ship passing over it attracts the small balanced magnet, B, upwards until the opposite end completes an electric circuit at C. A weak current strengthened by the relay, D, fires the detonator, E, which sets off the 700 lb. of explosive, F.

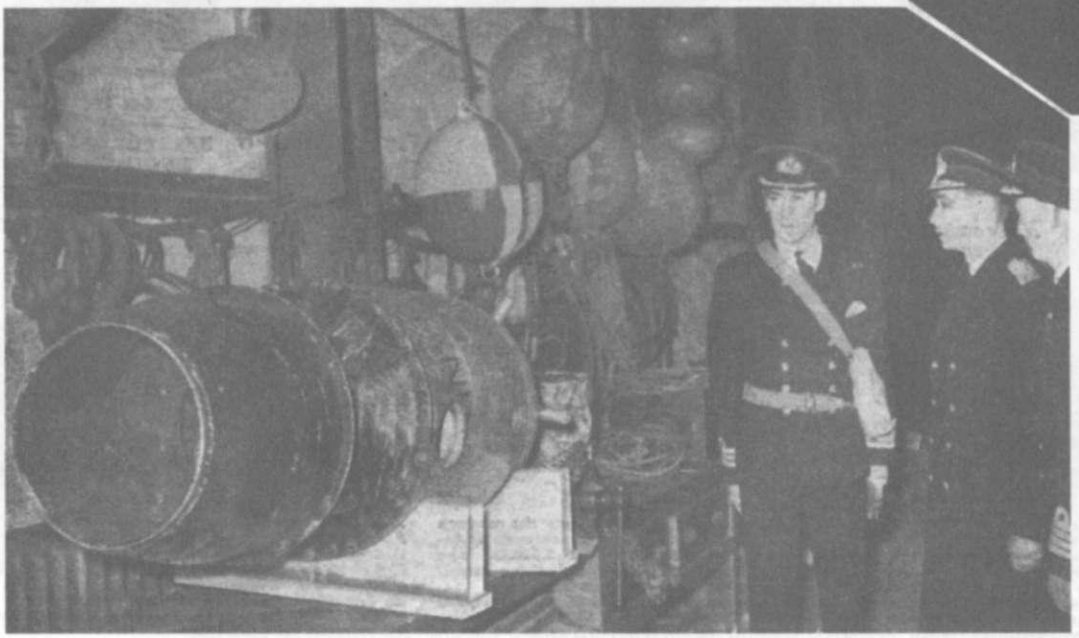


The Russians drop hundreds of these parachute mines in Finnish waters, but many of them fail to go off, and the Finns have collected several and put them on show in Helsinki.

Photo, Central Press

The chief "detective" and an assistant, Lt.-Cdr. J. G. D. Ouvry, D.S.O. (right), and C.P.O. Baldwin, D.S.M. (left), who was later killed while making a mine examination.

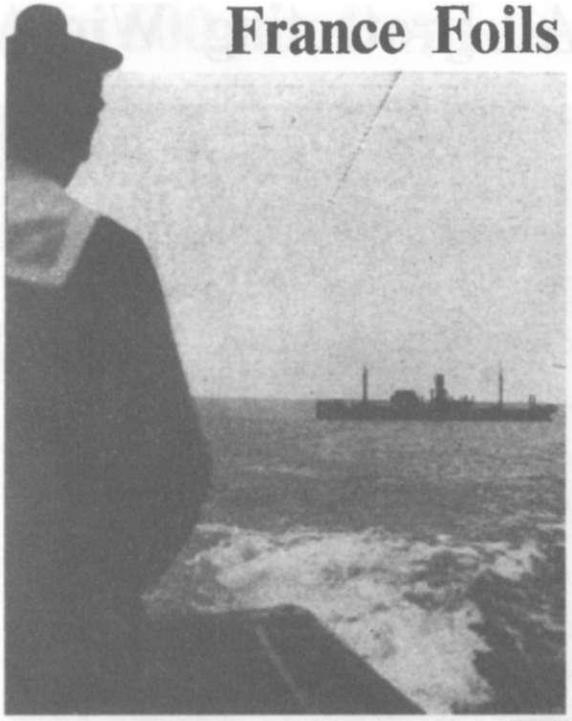
Photos, G.P.U. and Keystone



After decorating the five men who solved the "Magnetic Mine Mystery," the King, with Lt.-Cdr. Ouvry, inspects the "villain" at H.M.S. "Vernon" Mine and Torpedo School, Portsmouth.

Photo, Keystone

France Foils Another Blockade-Runner



THE capture of the German cargo-steamer "Rostock" by a French destroyer on February 20 was a stroke of brilliant seamanship. The destroyer was patrolling its regular beat when the look-out spotted the "Rostock," steaming without lights. In absolute silence a boarding-party put out and approached the slowly-moving steamer. Suddenly the destroyer switched on its searchlights, and while the Nazi crew were watching the warship the French boarding-party pulled themselves aboard and took them by surprise, thus foiling an attempt to scuttle the ship by opening the sea-cocks. In due course the French prize crew piloted the ship into port.

Left (above): while trying to creep back to Germany from Vigo through the Allied blockade, the German cargo steamer "Rostock" is spotted by a French destroyer. Instantly the destroyer calls on the Nazis to stop.

The "Rostock" was flying a neutral flag, but the French were suspicious, boarded the steamer, and demanded to see her papers. They were right; the innocent-looking steamer was a Nazi ship sailing under false colours. Expecting trouble from the crew, the French quartermaster (centre), keeps his revolver at the ready.

Stopping the "Rostock" was a stroke of luck for the French Navy. She was loaded to the decks with a valuable cargo of aluminium, of which Germany is in desperate need, for it is used in munition-making and for aeroplane engines. Always on the look-out for treachery, the French lift some of the boards covering the hold (left), and investigate before going down. Then, with the Nazi crew safely under guard, the French sailors run up the Tricolour on the stern mast over the Swastika (right), and take their prize into port.

Photos, "Match," Paris

Under the Admiralty's All-Protecting Wing the dds Are 500 to 1

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 210*)

First Lord's Glowing Tribute to the Navy

Friday, February 23, 1940

MR. CHURCHILL, in a speech at the Guildhall luncheon given to officers and men of H.M.S. "Exeter" and "Ajax":

This is the highest compliment which your Corporation can give to the officers and men of the "Ajax" and "Exeter," and through them to the whole of the Navy, upon whom our lives and the State depend.

I do not suppose that the bonds which unite the British Navy to the British nation—and they have taken a long time to form—or those which join the Navy to the Mercantile Marine, were ever so strong as they are today.

The brunt of the war has fallen upon the sailormen and upon their comrades of the Coastal Command of the R.A.F., and we have lost nearly 3,000 lives in a hard, unrelenting struggle which goes on night and day and is going on now without a moment's respite. The brilliant sea-fight which Admiral Harwood conceived and which those who are here executed takes its place in our naval annals, and I might add that, in a dark, cold winter, it warmed the cockles of the British heart.

But it is not only in the few glittering hours, glittering, deadly hours, of action which rivet all eyes—it is not only in those hours that the strain falls upon the Navy. Far more does it fall in the weeks and months of ceaseless trial and vigilance on the stormy, icy seas, dark and foggy nights when at any moment there may leap from the waves death and destruction with a sullen roar.

There is the task which you were discharging and which your comrades are discharging. There was the task from which, in a sense, the fierce action was almost a relief. It will be a comfort and encouragement to the whole Navy, to the flotillas of the Grand Fleet, to the hunting groups, to the minesweepers, and to the warships and auxiliaries, now about 1,700 in number and rapidly rising—it will be a comfort to all of them that the Lord Mayor of the City of London should have wished to show so heartily approval of the way the Royal Navy is carrying on and is going to carry on, until not only the cargoes by which we live, but the high purpose we have in hand, are all brought safely into port.

Friendship and Unity of the Allies

Saturday, February 24

MR. CHAMBERLAIN, in a speech at Birmingham:

Whatever outrages our enemy may commit, one thing is certain. We have no reason to fear the result of this struggle, however long it may last. We do not stand alone. During these six months of war our alliance with France has deepened into a friendship and understanding so close that, as was observed after the last meeting of the Supreme War Council by M. Daladier, the two Governments today think and act as one.

As with the Governments, so with the peoples. On a recent visit to France I had an opportunity of seeing something of that great and growing Army of ours which side by side with the magnificent soldiers of our French Ally keeps watch and ward over the Western Front. I was proud to see that hard-bitten force, fortified and strengthened by months of hard work and intensive training, cheerfully enduring a particularly severe and tedious winter, but ready at all times to meet the foe if he should venture to advance.

But I was no less proud of the friendly and cordial relations which I found everywhere existing between British and French troops, working together in the Maginot Line, and between individual British soldiers and the inhabitants of the villages where they were billeted. There could be no greater assurance of our common victory and no more hopeful basis of a lasting peace, because this intimate understanding is one which must not end with the termination of war, but must rather help us to work out the problems of the new Europe in the reconstruction which must come after the war, in which we shall gladly welcome the collaboration of others who share our ideals. . . .

There is another and a growing source of strength to the Allied cause on which we can look with particular satisfaction and pride. Before the war it was a common belief in Germany that if this country should ever again become engaged in hostilities with her, we would not a second time enjoy the support which in 1914 we gained from the Dominions.

Well, Germany has again been gloriously disappointed, for from all parts of the Empire is coming not merely enthusiastic approval of our cause but a steady stream of men, munitions and material which is daily adding to our strength.

Only the other day, the Dominions Secretary, Mr. Eden, returned from his long journey to Egypt and Palestine, where he had the privilege of conveying the King's welcome to the contingents from Australia and New Zealand, and he has given me an enthusiastic account of the bearing and efficiency of these fighting men.

In London we see every day Canadians on leave from their headquarters, and when we think that these men have travelled many thousands of miles, leaving behind them their parents, their wives and even young children, we must be profoundly impressed with the moral greatness of a cause which has inspired so intense a conviction of its righteousness. . . .

We are fighting against German domination of the world, but we do *not* desire the destruction of any people. We are fighting to secure that the small nations of Europe shall henceforth live in security, free from the constant threat of aggression against their independence and the extermination of their people, but we do not want domination for ourselves, nor do we covet anyone else's territory . . .

We are resolved that freedom shall prevail, and it is because tyranny and intimidation have sought to prevail over freedom that we have entered the war. Therefore I say—and I speak both for this country and the whole Empire—until we are satisfied that freedom is safe we shall continue to fight to the utmost of our soul and of our strength.

'Wir haben nur einen einzigen Feind'

HERR HITLER, in a speech at Munich:

When I picture the statesmen of the democratic countries and regard their life work, I must say that I have been unfortunate enough always to have to fight against nonentities. These mummies are now talking again of European reconstruction. The reconstruction of Germany was achieved without them and the reconstruction of Europe will also be achieved without them. . . .

Providence, God in his heaven, has not made the world for Britain alone. God did not will that three-quarters of the world should be ruled by one race which is not able to supply its own peoples with the necessities of life.

I make Germany's claim modestly enough. I claim the security of our living space and by that I mean what has been economically developed, not by Britain but by us Germans. I also claim our German property of which the plutocrats have robbed us. . . .

And now comes the decisive point—leadership. I do not think of myself alone. I am nothing but a magnet which, in passing over Germany, extracts the steel from her. All the real men who exist in Germany are to be found in my camp. . . .

Providence has blessed our struggle, a struggle not for the oppression of other nations but for the liberation of the German people.

TERMS YOU MAY NOT UNDERSTAND

Advanced Air Striking Force. The section of the R.A.F. in France concerned with general flying duties as opposed to army co-operation work. The A.A.S.F. is under the command of Air Marshal Barratt.

Air Component. One of the R.A.F.'s most important duties consists of army co-operation—target-spotting, emergency supplies, directing fire, etc. The Air Component in France is under the command of the Generalissimo.

Anschluss. German word meaning a "joining." Politically, it refers to the union of Austria with Germany effected on March 12, 1938, when Hitler's Nazi troops annexed the country.

Coastal Command. The R.A.F. Coastal Command controls coastal patrols all round the British Isles. Its headquarters and most of its work are secret, but the duties of the Coastal Command cover escorting convoys, neutral shipping, leave-boats, guarding fishing fleets, bombing enemy surface craft and U-boats, and even photography.

Démarche. Term used in diplomacy to indicate a change in or deviation from an existing policy in foreign relations.

Détente. Diplomatic term which denotes a lessening in, or relief from, a state of strained relations or diplomatic tension between two countries.

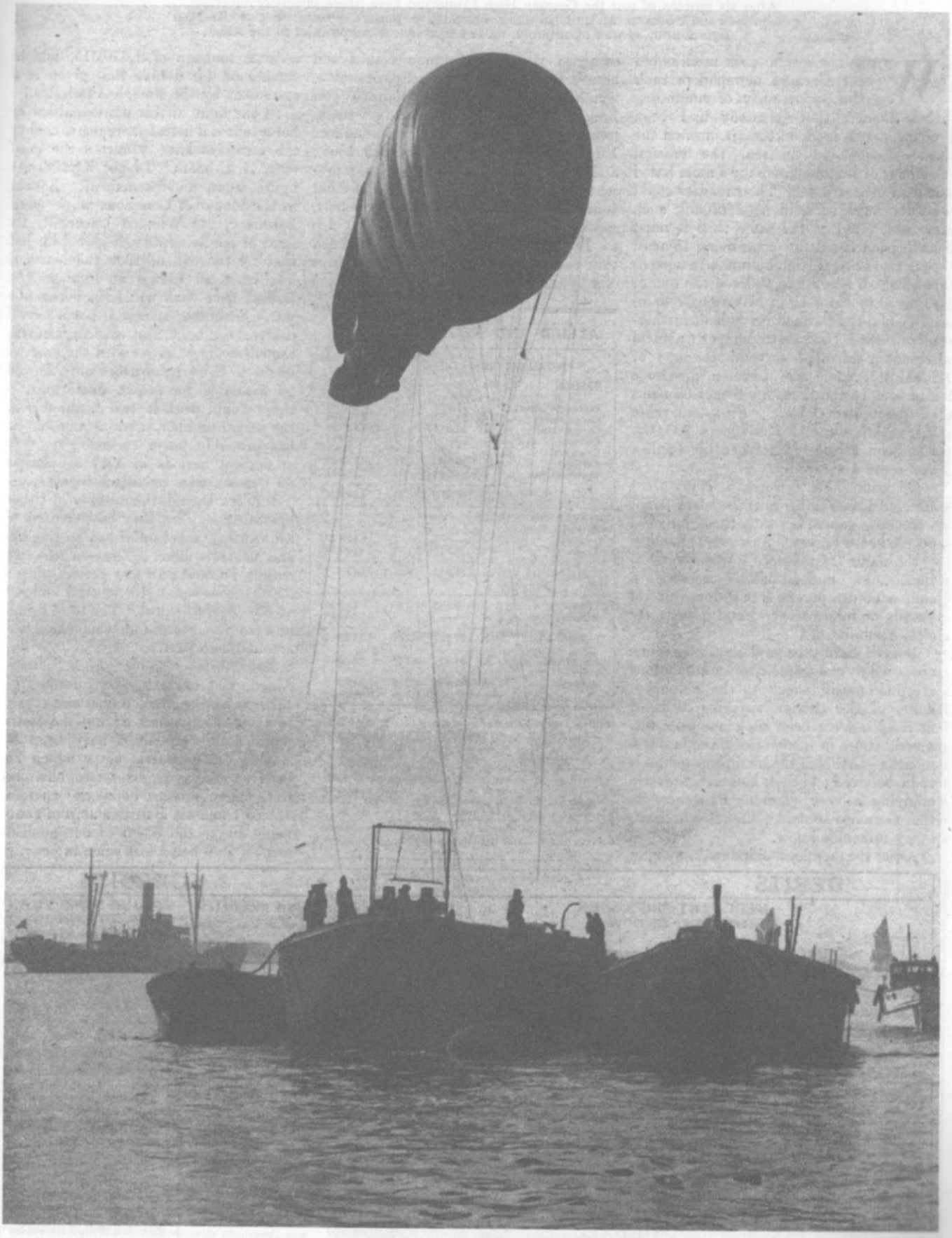
Encirclement. Translation of German word *Einkreisung*. Term used by Hitler in denouncing any foreign alliance against Nazism, and to justify his repeated acts of aggression against small neighbouring States.

Ersatz. German word meaning "substitute." It connotes in particular the artificial products replacing foodstuffs and raw materials now lacking as a result of war. They include substitute rubber, textiles, petrol, soap, tea and coffee.

Fleet Air Arm. Formerly a branch of the R.A.F. administered by the Navy when afloat. The Navy contributed three out of four of the pilots and all the observers. Recently the Command was taken over by the Royal Navy.

Lebensraum. German word meaning "living-space." Slogan adopted by Hitler to justify both his annexation of neighbouring States and his demand for the return of colonies on the ground of over-population in Germany.

Stopping Aerial Mine-Layers in the Thames



Hardly had the Nazi mine-laying 'planes made their appearance off our coasts when a most effective method of countering their nefarious activity was devised and brought into being—the barrage balloon attached to a barge. Here in this photograph we see a unit of the "balloon navy"—a heavy motor-barge aboard which is a six-wheeled lorry, to which is attached by cable a barrage balloon. The barges drawing the balloons can move under their own power to any part of our coast, and so the German raiders can never know where it will turn up next. *Photo, Keystone*

Fact and Fiction in the Sea War's Record

After six months of war the German High Command have issued claims of successes which are evidence, at least, of their imaginative powers. Here we give the Nazi figures and, by way of antidote, those issued by the Admiralties of the Allies.

WHEN the war was six months old the German newspapers took the opportunity of reminding their readers that Germany had been victorious on land, in the air, and on the sea—particularly at sea, the natural element of Britain, Germany's most hated and most feared foe. Their readers could hardly have been in need of any such reminder, but at the same time it must have been decidedly comforting to read that (so the Nazi High Command asserted) the British Navy had suffered the loss of some sixty ships sunk or seriously damaged, and the German Navy had, furthermore, sunk 532 British or neutral merchant-ships of a total tonnage of 1,904,913, while the German air force had sent to the bottom another 65 ships of about 75,000 tons. Fifty-two more ships, with a round tonnage of 200,000, had been seriously damaged by bombs, and some destroyed.

Of course, the German Navy had suffered losses in its turn, but how small were they compared with those inflicted on the hated enemy! Just one battleship—the name "Graf Spee" was not mentioned, for understandable reasons—a couple of destroyers, a half-dozen patrol vessels or minesweepers, and a beggarly eleven submarines.

It need hardly be said that the claims are as wildly exaggerated as the admissions are ludicrously short of the actuality. Some of the British warships included in the list have been sunk not once but several times in the course of the last few months—that is, if the Nazi propaganda is to be believed; in fact, however, they are enjoying a very vigorous existence, as the Germans outside the Reich have every reason to know.

As for the merchant-ships sunk, we may compare with the German claims the figures issued by the French Admiralty, which show that up to midnight on February 19 France had lost 14 vessels, representing 66,120 tons; Britain had lost 157 vessels, representing 590,419 tons; and the neutral countries 141 ships, representing 408,590 tons. The total for all countries is, it will be seen, 312 vessels, representing a tonnage of 1,065,129. Up to February 20 the Germans claimed that the total number of merchant-ships lost by the Allies and neutrals represented a total tonnage of 1,810,315, which is getting on for double that given in the statement by the French Admiralty!

In the light of this mathematical exuberance it is a little surprising to find that the Germans have admitted the loss of even 11 U-boats. To put it mildly, the figure is an understatement. Speaking in the House of Commons at the end of February, Mr Winston Churchill, First Lord of the Admiralty, declared his belief that by the end of 1939 the Nazis had lost from all causes at least half the U-boat fleet with which they began the war. A number of new U-boats have, of course, been built, and, said Mr. Churchill, the enemy may have ended the year with about 45 U-boats, of which only 25 would be available for active operations. As these would work in two or three reliefs, the actual number at sea at any one time has probably never exceeded ten. Yet at several periods in 1917 as many as 60 U-boats were operating together.

But few though the number of U-boats operating may be, they have caused, and are causing, substantial loss to the Allies and neutrals alike. Thus in the week ending February 18 five British ships of 39,276 tons, and 15 neutral ships of 46,801 tons, were lost. The total tonnage sent to the bottom in this black week amounted to 86,077.

Nevertheless, out of 10,782 British, Allied, and neutral vessels formed into convoys by the Allied navies and escorted to their destinations during the last six months, only 25 ships have been lost. Among 1,075 neutral ships which have been so convoyed, only two have been lost. The present odds are, therefore, 430 to 1 against a British ship in convoy being sunk, and 537·5 to one against a neutral ship being lost when in convoy.

ALLIED AND NEUTRAL LOSSES:

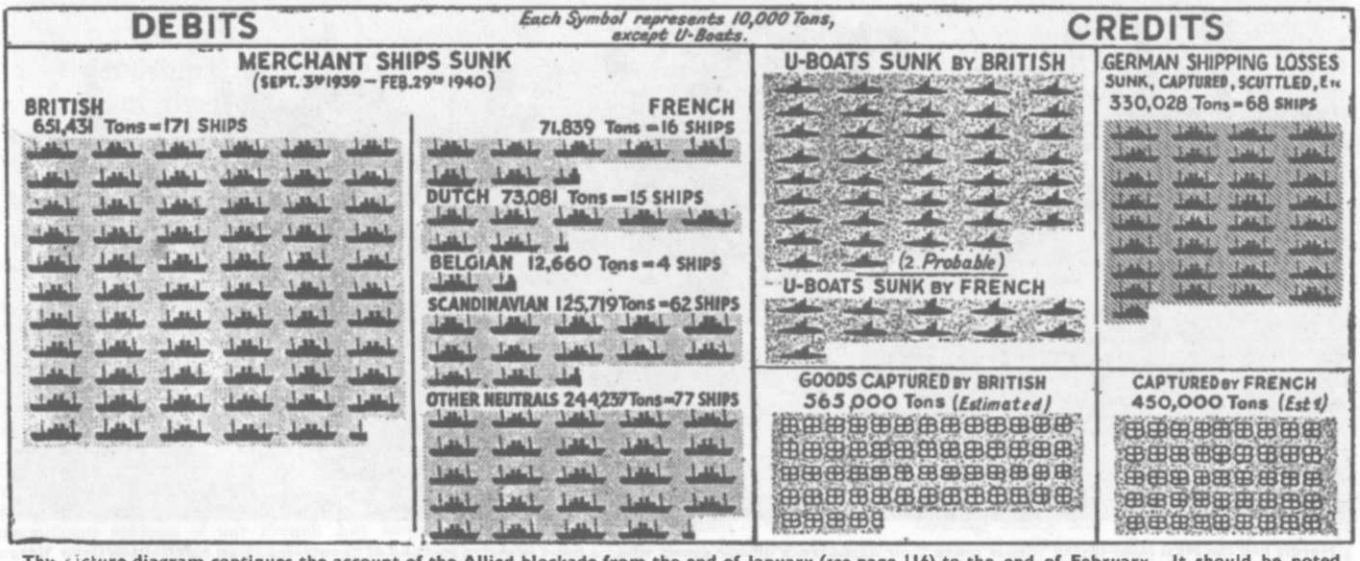
	FEBRUARY 1940		TOTAL, SEPT. 1939 to FEB. 1940	
BRITISH	No.	Tons gross	No.	Tons gross
Passenger liners...	2	11,720	6	55,063
Cargo liners ...	4	33,522	28	176,496
Cargo vessels ...	7	30,017	70	242,729
Colliers	–	—	7	8,891
Coasters	1	2,226	8	7,323
Tankers	6	39,180	21	152,117
Trawlers, etc. ...	2	514	31	8,812
	22	117,179	171	651,431
NAVAL AUXILIARIES				
Armed merchant cruiser	–	—	1	16,697
Trawlers	4	1,533	13	4,289
	26	118,712	185	672,417
FRENCH	2	9,145	16	71,839
POLISH	–	—	1	14,294
Total Allied ...	28	127,857	202	758,550
NEUTRAL	37	104,499	167	461,320
Totals	65	232,356	369	1,219,870

Neutral Losses by Flags in February:

Danish (7)	Dutch (6)	Estonian (2)
Finnish (1)	Greek (1)	Italian (2)
Norwegian (11)	Spanish (1)	Swedish (6)

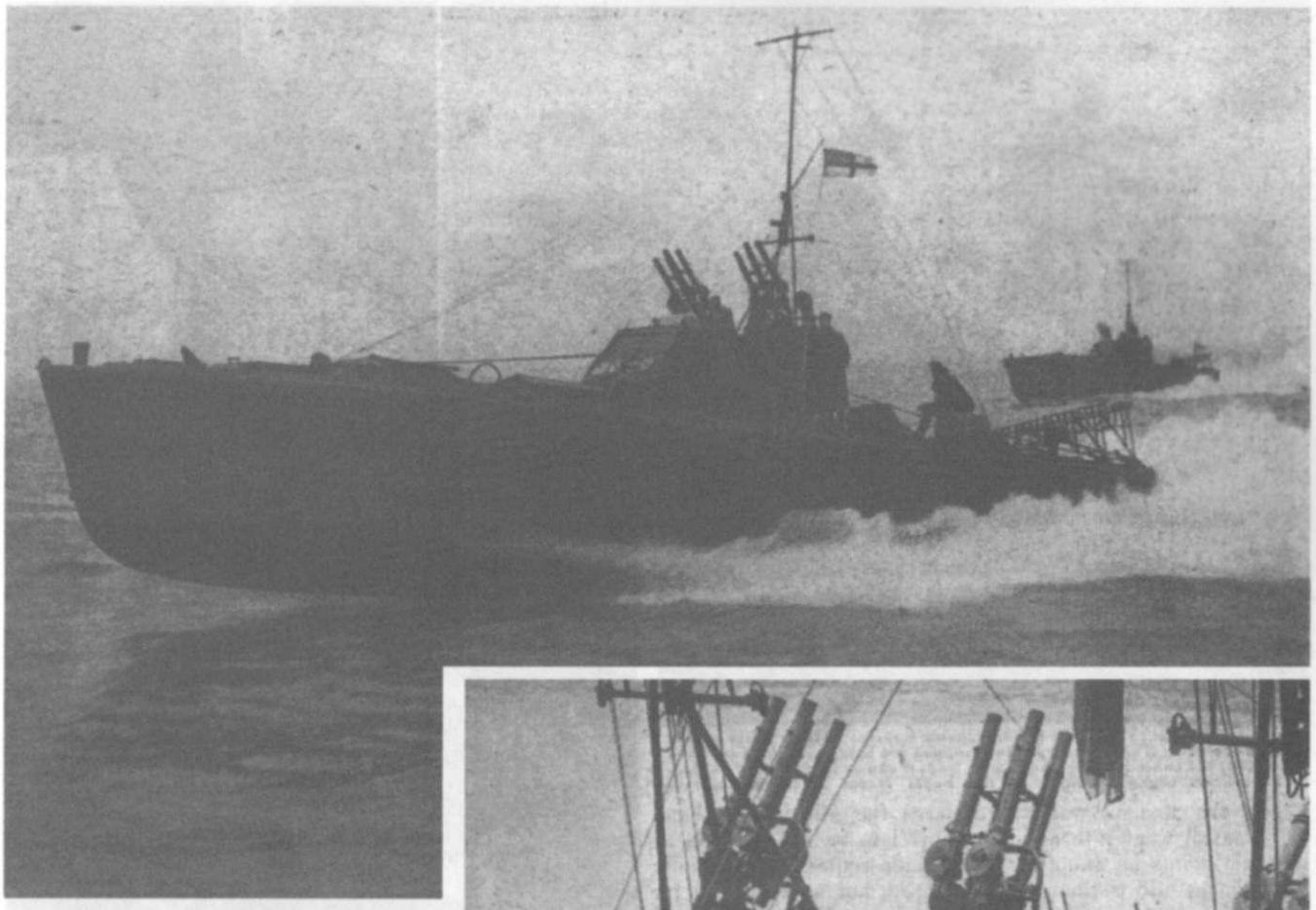
Sinkings by U-boats: British 79,000 tons, Neutral 72,000 tons. *Sinkings by Mine:* British 38,000 tons, Neutral 31,000 tons. *Sinkings by Aircraft:* British 224 tons, Neutral 1,982 tons.

German Ships Captured: 5 of 15,976 tons gross. *German Ships Sunk* (scuttled): 3 of 11,966 tons gross.


DEBITS
Each Symbol represents 10,000 Tons, except U-Boats.
CREDITS
MERCHANT SHIPS SUNK
(SEPT. 3rd 1939 – FEB. 29th 1940)
BRITISH
651,431 Tons = 171 SHIPS
FRENCH
71,839 Tons = 16 SHIPS
DUTCH 73,081 Tons = 15 SHIPS
BELGIAN 12,660 Tons = 4 SHIPS
SCANDINAVIAN 125,719 Tons = 62 SHIPS
OTHER NEUTRALS 244,237 Tons = 77 SHIPS
U-BOATS SUNK BY BRITISH
(2 Probable)
U-BOATS SUNK BY FRENCH
GERMAN SHIPPING LOSSES
SUNK, CAPTURED, SCUTTLED, Etc
330,028 Tons = 68 SHIPS
GOODS CAPTURED BY BRITISH
565,000 Tons (Estimated)
CAPTURED BY FRENCH
450,000 Tons (Est'd)

This picture diagram continues the account of the Allied blockade from the end of January (see page 116) to the end of February. It should be noted that with the extended use of navicerts the quantities of goods captured by the Allies are much reduced and only estimated figures can be given. U-boat sinkings have, as Mr. Churchill has stated, an element of mystery.

Hot on the Trail of the German Sea Gangsters



Two motor torpedo-boats are going "all out" in the North Sea. In the stern of the one in the foreground can be seen a depth-charge and the apparatus for dropping it overboard. Note the coupled Lewis guns ready for action.

MOTOR torpedo-boats (*see also* page 225) are one of the latest developments of the British Navy. They are the direct successors of the coastal patrol boats of the last war, but they are far superior to them in every respect. Though only 60 feet long, their light wooden hulls are so perfectly constructed that they can stand the strain of three engines developing a total of about 1500 h.p., driving them at a speed of 40 knots, that is, about 46 miles an hour; some of the latest boats can attain as much as 55 m.p.h. The usual complement of a 60-foot M.T.B. is two officers and eight men. The M.T.B.s have no name, but each one carries a badge such as that above. Possibly it was to these boats that Mr. Churchill referred on February 27, when he spoke of craft specially built for submarine destruction.

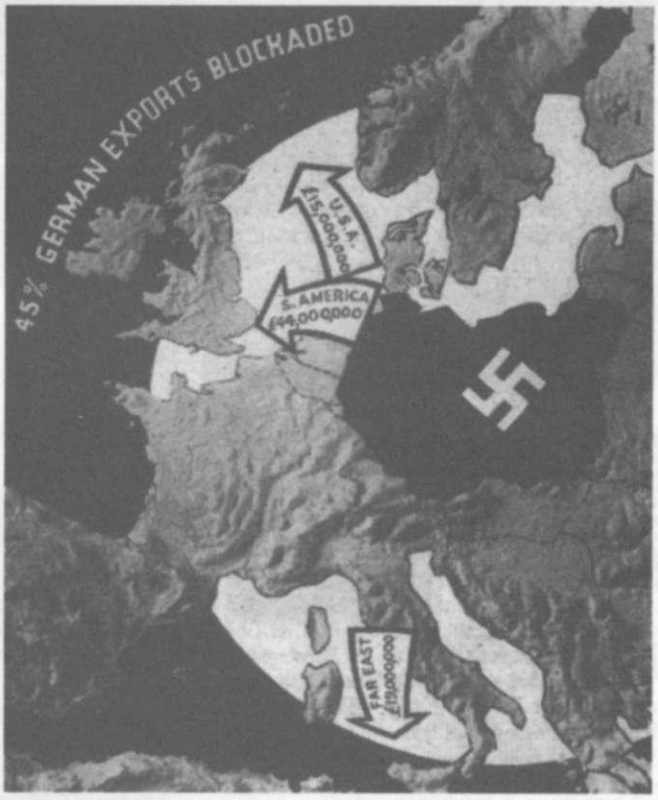
The crew's quarters are necessarily cramped, and on deck the men get the full force of the elements. Here, heavily clothed, a M.T.B.'s crew is coming ashore for a few hours' rest.

Photos, Associated-Press and Central Press

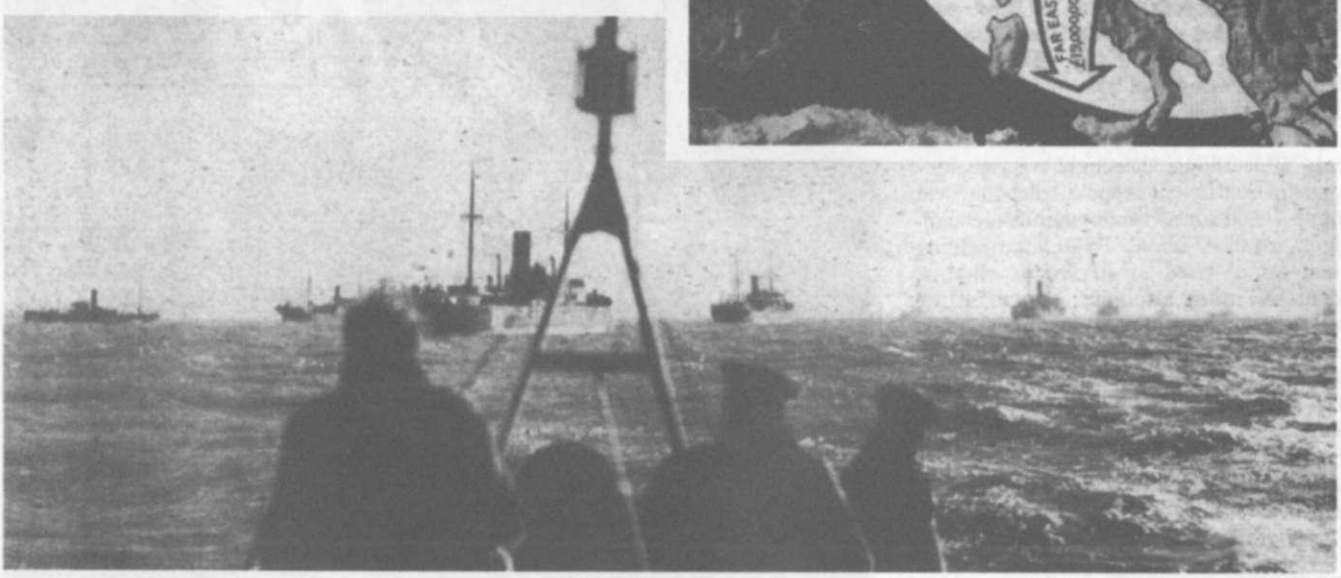
Germany's Exports Caught by the Allied Control

In the intelligence room of a Contraband Control Base samples of the cargo of a neutral ship that has been stopped are being examined to make sure that the contents correspond with what is shown in the Bill of Lading. The officers engaged belong to the Royal Naval Volunteer Reserve.

Here a barrel of cement marked "Made in Germany" is being examined by a Contraband Control officer. It will not reach its destination!



FROM the moment war was declared the Allied Contraband Control went into action. Control bases were opened at strategic points all along the main trade routes. At first only goods going into Germany were stopped, but as a reprisal for the Nazis' murderous magnetic mine warfare the Allies began, on December 4, to stop Germany's exports. Our picture map shows Germany's main seaborne exports of which we manage to stop as much as 45 per cent. The figures in the arrows represent Germany's total exports to those countries. Some of Germany's biggest customers, however, are the Scandinavian countries, and owing to their nearness to Germany it is impossible for us to stop that trade. We are also unable to stop Germany's overland trade to Russia, Italy and the Balkans.



Such a scene as this is frequently to be witnessed outside British Contraband Control Bases. A long line of neutral merchant ships has come to anchor awaiting search for contraband. A British motor launch is taking the search parties out to them. Because we realize that time is money, the Control officers try to get over the search as quickly as possible. Above is a map showing the amount of seaborne German exports which our blockade is stopping. *Photos, Keystone*

Nazi Shipping Paralysed by Allied Sea Power

Many times since the war began Hitler has claimed that his Navy has "command" of the seas. Yet the moment war was declared every Nazi ship afloat bolted for the safety of the nearest neutral port. In this article by Mr. Peter Duff of "The Shipping World" Germany's real position in the matter of world shipping is expertly analysed.

JUST before war broke out, more than 4,500,000 tons of merchant shipping flying the Nazi flag were sailing over the oceans of the world, enjoying the freedom of the seas. During January 1940 four months later, an official German report was congratulating the German Merchant Navy on its prosperous and uninterrupted operations in the Baltic. Referring to the ocean-going fleet, more than 3,000,000 tons, the report stated that "numerous" vessels had returned to their home ports, while "a few" had been intercepted by the Allied blockade and scuttled by their crews.

Only at sea was the war being prosecuted with that intensity which it was expected would be met with in every sphere, and therefore the list of British casualties at sea shows up in undue prominence. It is as well to examine the other side of the balance sheet—the fate which the German Merchant Navy has met at the hands of British and French sea power. The Germans claim to have sunk more than a million tons of British merchant shipping—nearly twice the actual amount that had been lost. But the German claim, even so, was equivalent to only 6 per cent of the British ocean-going merchant fleet at the outbreak of war. Looking at the other side, we see that, of the German ocean-going fleet, 70 per cent was immobilized, sunk or in the service of the Allies. About 30 per cent of the total German tonnage was bottled up in neutral harbours.

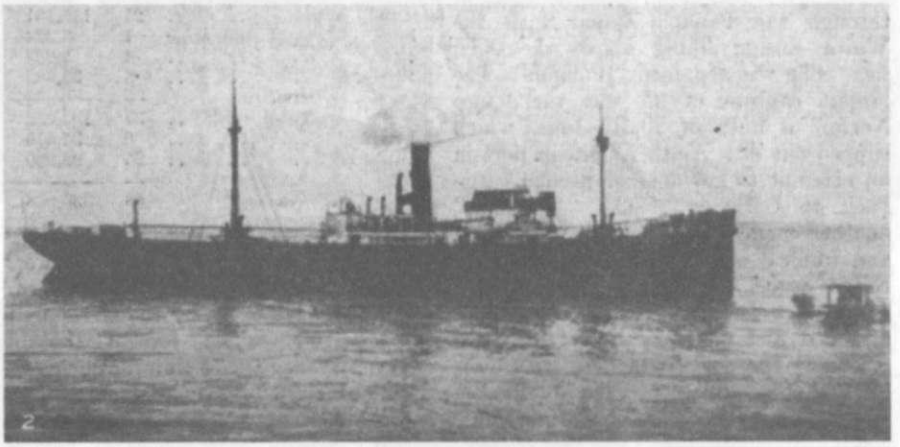
From the moment the Allies declared war the seven seas became unsafe for German ships, the majority of which sought shelter at the nearest neutral port. The harbours of Spain, Mexico, South America, Portuguese East Africa and Japan became congested with German merchant vessels—a standing tribute to the efficacy of the Allied naval measures.

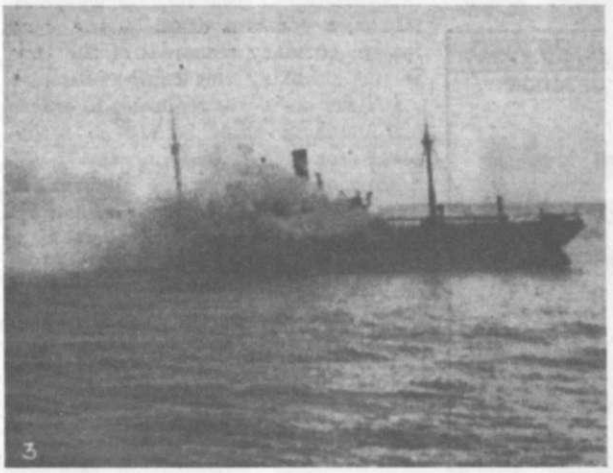
A few liners, such as the "Bremen," "New York" and "St Louis," managed to elude the British naval blockade. Up to the end of February 1940 some 70 ships (totalling 330,000 tons gross) had attempted a getaway, but nearly all met with speedy disaster. Thirty-nine of them were sunk—some by naval action, but the majority scuttled by their crews. Twenty-five enemy ships were intercepted and captured.

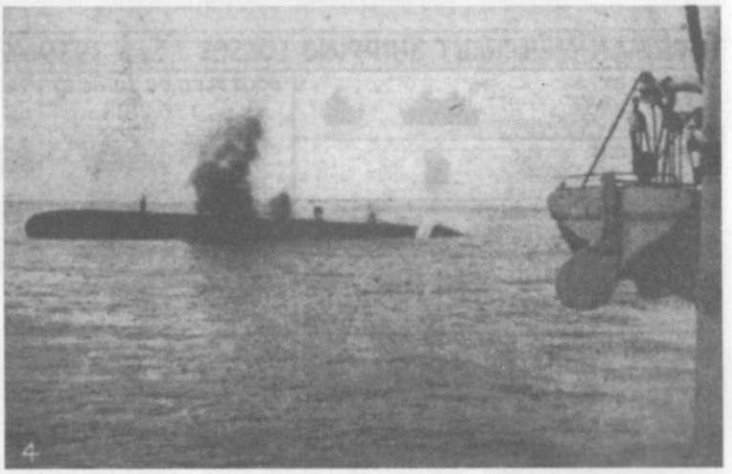
The policy of scuttling merchant ships when faced with capture was a typically Hitlerian one. The object was to prevent the Allies from converting the vessels to their own uses. Its success depended, in the last analysis, on the humanity of British seamen, for, of course, the crew, after opening the sea-cocks, had to take to their boats and hope for rescue by the Allied warship.

The "Columbus" (32,581 tons), Germany's third largest liner, met her end in this way. Another, the "Watussi," was sighted off the Cape by units of the South African Air Force, and was immediately set on fire. Her captain trusted to the airmen to bring aid for his passengers and crew. The "Glucksburg" ran herself ashore on the coast of Spain as soon as a British warship sighted her, and the "Arauca" fled into American territorial waters when she was intercepted by a destroyer.

As shown in the table, 25 German ships, totalling nearly 100,000 tons gross, were captured and brought into the



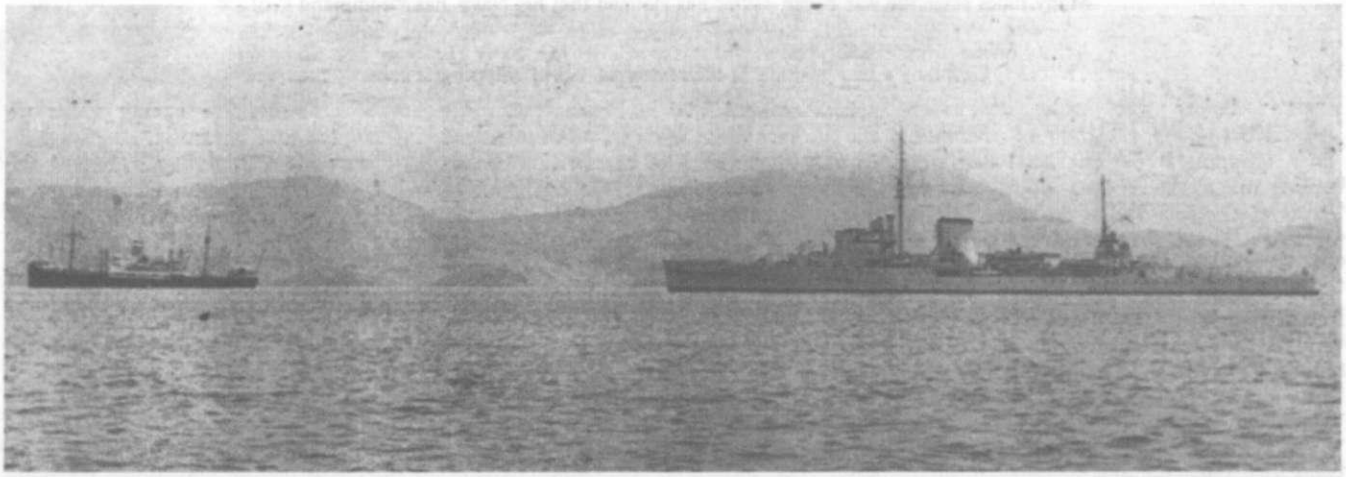




The moment the Nazi crew of this German cargo ship sighted a British seaplane circling above, the scuttlers got to work. When a British cruiser drew near, the Germans had opened the sea-cocks and taken to the boats, leaving their ship to its fate (1). The seaplane lands near the cargo ship to investigate (2), and, finding it deserted, returns. The cruiser decides to sink her by gunfire (3), and so another German ship goes to the bottom (4).

Photos, "News Chronicle"

The German Flag Flies—Safe in Neutral Ports!



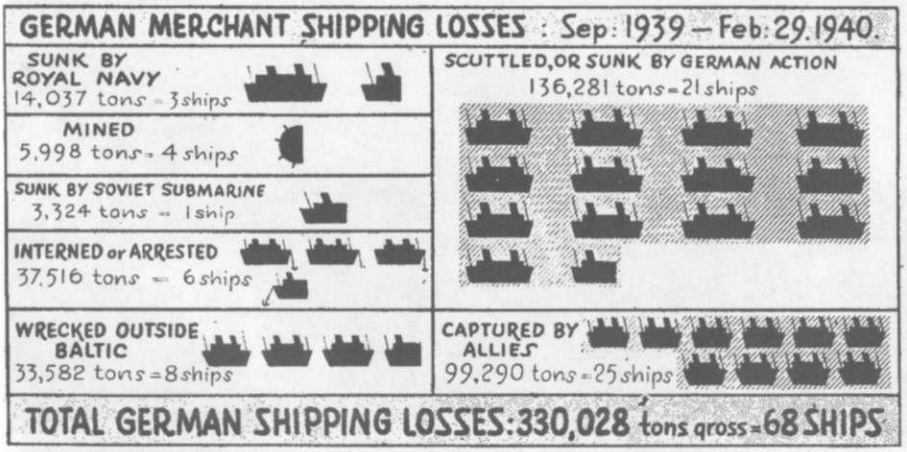
In neutral ports all over the world Nazi merchant ships lie skulking, too fearful of the Royal Navy to risk sailing the seas that Hitler claims he "commands." Above is a picture of H.M.S. "Achilles," sharing anchorage with the Hamburg-Amerika liner "Rhakotis" in the South American port of Callao. Because Britain respects international law and does not use piratical methods the "Rhakotis," although only a few hundred yards from the cruiser's guns, is safe—until she dares to leave port. *Photo, Central Press*

service of the Allies, providing a set-off in some degree for the losses of merchant tonnage by submarine and mine. Among these were the "Chemnitz" (5,522 tons), shadowed for two days by a French submarine and then escorted more than 1,000 miles from mid-Atlantic to a French port. She became the French ship "St. Bertrand." The "Duesseldorf" (4,930 tons) was captured by a British warship off the coast of Chile and escorted through the Panama Canal with the White Ensign flying above the Nazi flag. She was renamed "Poland." The largest capture of all was the "Cap Norte," a liner of 13,615 tons, which slipped out of a South American port in an attempt to get a much-needed cargo back to Germany. The "Borkum," another enemy ship, met with a strange and ironical end. Captured by a Royal Naval vessel, she was almost within reach of a British port when she was attacked and sunk by a German submarine. The only casualties were four Nazi sailors, killed by the gunfire of their compatriots.

Many were the devices adopted by German ships in the hope that they would delude the Navy. The "Leander" was rigged out as a Soviet vessel when she was intercepted; the "Windhuk," which left Lobito suddenly one week, shortly afterwards entered Santos (Brazil) wearing the Japanese name "Santos Maru." Attempts were made by the Germans to sell their ships to foreign (notably American) flags, but international law does not recognize such transactions if carried out after the outbreak of hostilities.

GERMAN MERCHANT SHIPPING LOSSES

	No.	Tons gross
Sunk by Royal Navy ..	3	14,037
Scuttled or sunk by German action	21	136,281
Sunk by Soviet submarine	1	3,324
Mined	4	5,998
Wrecked	8	33,582
Total sunk ..	37	193,222
Interned	6	37,516
Captured	25	99,290
	68	330,028


GERMAN MERCHANT SHIPPING LOSSES : Sep: 1939 – Feb: 29.1940.
SUNK BY ROYAL NAVY
14,037 tons = 3 ships
MINED
5,998 tons = 4 ships
SUNK BY SOVIET SUBMARINE
3,324 tons = 1 ship
INTERNED or ARRESTED
37,516 tons = 6 ships
WRECKED OUTSIDE BALTIC
33,582 tons = 8 ships
SCUTTLED, OR SUNK BY GERMAN ACTION
136,281 tons = 21 ships
CAPTURED BY ALLIES
99,290 tons = 25 ships
TOTAL GERMAN SHIPPING LOSSES: 330,028 tons gross = 68 SHIPS

Out of the 68 merchant ships Germany had lost to the end of February, 21 were scuttled. Two ships (8,195 tons) in addition to those shown in the diagram above and the table were reported scuttled after this material was prepared, making the totals 23 ships, 144,476 tons. In this chart each figure represents 10,000 tons.

Three German ships, of 14,037 tons, were sunk by the Allies, and 21 vessels, of 136,281 tons, were scuttled by their crews. To these losses must be added those directly attributable to the naval blockade, which forced German vessels to hug the dangerous coast of Norway or to sail through little-known waters. The "Bahia Blanca" (8,558 tons), for instance, struck an iceberg while creeping through far to the north of the usual sea lanes. At least eight ships, of over 33,000 tons, became total wrecks on the Norwegian coast. Six liners, of about 38,000 tons, were arrested or interned in neutral ports; while at least four ships (of about 6,000 tons) were sunk by striking mines and one (3,000 tons) by the action of a Soviet submarine in the Baltic.

Outside the Baltic German merchant shipping was as good as paralysed. British cargoes valued at millions of pounds were removed from the vessels; cargoes destined for Germany rotted in their holds. Meanwhile port and harbour dues on German ships in neutral ports mounted up at the rate of £300,000 a month, a constant drain on the slender foreign currency resources of the Reich. It was probably this consideration that led Hitler (as it was reported) to order all his merchant ships to try to make a break for home, running the risk of sinking or capture by the Allied Navies.

There were more than 60 German ships in South American ports alone at the end of 1939. We can imagine what a harvest they would prove, either for the Royal Navy or for Davy Jones's Locker, if they were all to act on the Fuehrer's instructions! Whether they decide to make a bid for freedom or merely stay in impotent idleness, it must not be forgotten that a German ship bottled up in a neutral port is as good a victory for Allied sea power as a German ship scuttled.

Brave Men Whom Their Country Delights to Honour

For Air Action over Land and Sea

Sgt. F. H. Gardiner.
Awarded O.B.E., 15-11-39.

Ldng.-Aircraftman J. J. Copley.
Awarded D.F.M., 3-1-40.

Cpl. A. Bickerstaff.
Awarded D.F.M., 3-1-40.

Ldng.-Aircraftman R. A. Crumpton.
Awarded D.F.M., 20-1-40.

P.O. G. W. F. Carey.
Awarded D.F.C., 17-1-40.

Sqdn.-Leader R. Kellett, A.F.C.
Awarded D.F.C., 17-1-40.

Ldng.-Aircraftman A. Gorring.
Awarded O.B.E., 17-1-40.

Aircraftman (1st Cl.) C. R. Driver.
Awarded D.F.C., 17-1-40.

Wing Comm. W. E. Staton, M.C., D.F.C.
Awarded D.S.O., 21-2-40.

P.O. H. A. Innes.
Awarded D.F.C., 21-2-40.

F.O. F. E. Burton.
Awarded D.F.C., 21-2-40.

Wing Comm. F. L. Pearce.
Awarded D.S.O., 21-2-40.

F.O. J. W. Stephens.
Awarded D.F.C., 21-2-40.

Acting Flt.-Lieut. A. L. Womersley.
Awarded D.F.C., 21-2-40.

Sqdn.-Leader H. A. Purvis.
Awarded D.F.C., 21-2-40.

For Gallantry on Land

Flt.-Lieut. R. V. Jeff.
Awarded Croix de Guerre, 3-2-40.

Lce.-Cpl. E. Howe, R.A.S.C.
Awarded Croix de Guerre, 21-2-40.

Capt. F. P. Barclay, Royal Norfolk Regt.
Awarded M.C., 11-1-40.

Lce.-Cpl. H. Davis, Royal Norfolk Regt.
Awarded M.M., 11-1-40.

Capt. J. A. Mackenzie, Gloucester Regt.
Awarded M.C., 30-1-40.

For Gallantry at Sea

Lieut. R. E. Washbourn, R.N., H.M.S. "Achilles."
Awarded D.S.O., 23-2-40.

Lieut. G. G. Cowburn, R.N., H.M.S. "Achilles."
Awarded D.S.C., 23-2-40.

Lieut. A. E. Toase, R.N., H.M.S. "Exeter."
Awarded D.S.C., 23-2-40.

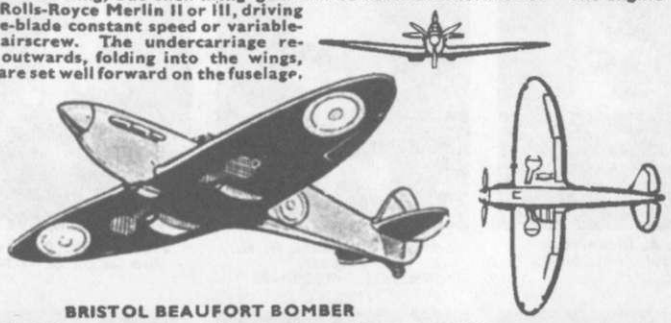
Acting P.O. H. G. R. Maunder, R.N.R.
Awarded D.S.M., 26-2-40.

Petty Officer H. Slavell, R.N.R.
Awarded D.S.M., 26-2-40.

How to Recognize British Aeroplanes in Flight—2

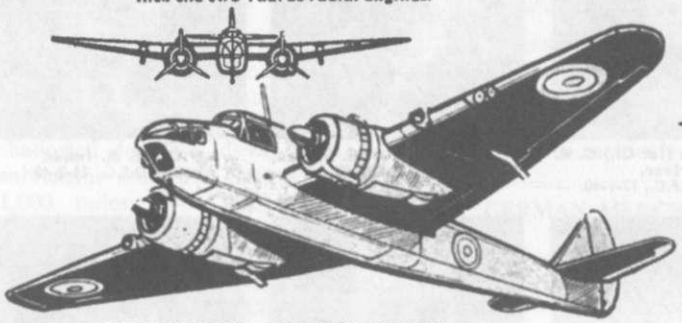
SUPERMARINE SPITFIRE FIGHTER

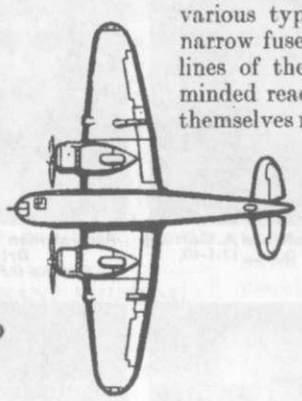
The Supermarine Spitfire single-seater eight-gun fighter is one of the most formidable machines ever designed. It is capable of 367 m.p.h. and yet can outmanoeuvre many foreign single-seaters. The eight machine-guns are mounted four in each wing, but shell-firing guns can be fitted as alternatives. The engine is the Rolls-Royce Merlin II or III, driving a triple-blade constant speed or variable-pitch airscrew. The undercarriage retracts outwards, folding into the wings, which are set well forward on the fuselage.



BRISTOL BEAUFORT BOMBER

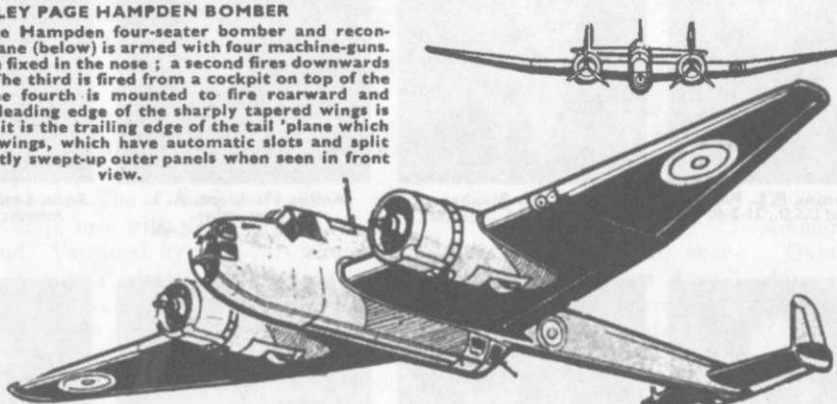
The Bristol Beaufort is one of the latest types in service with the R.A.F. It can function as a bomber, torpedo-carrier, reconnaissance machine, or a general purpose type. A crew of three is carried and an armament of machine-guns. The machine-gun turret, not visible in the views shown below, is placed immediately above the junction between the trailing edge of the wing and the fuselage. The undercarriage retracts into the two Taurus radial engines.

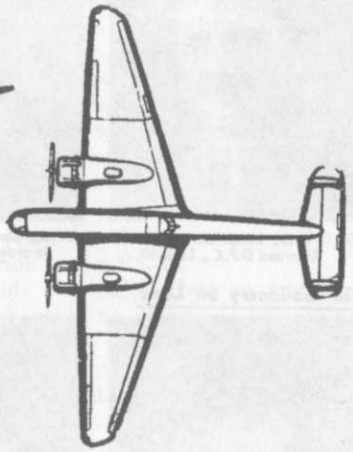




HANDLEY PAGE HAMPDEN BOMBER

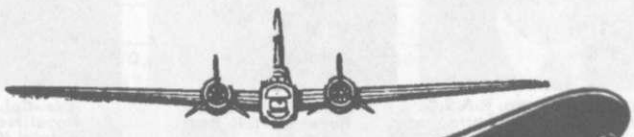
The Handley Page Hampden four-seater bomber and reconnaissance monoplane (below) is armed with four machine-guns. The pilot fires one fixed in the nose; a second fires downwards from the nose. The third is fired from a cockpit on top of the fuselage; and the fourth is mounted to fire rearward and downward. The leading edge of the sharply tapered wings is straight, whereas it is the trailing edge of the tail 'plane which is straight. The wings, which have automatic slots and split flaps, have distinctly swept-up outer panels when seen in front view.

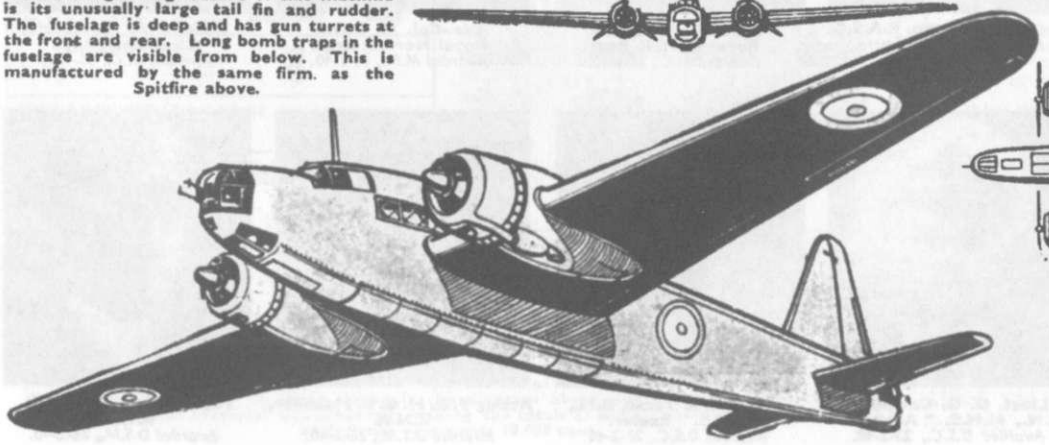


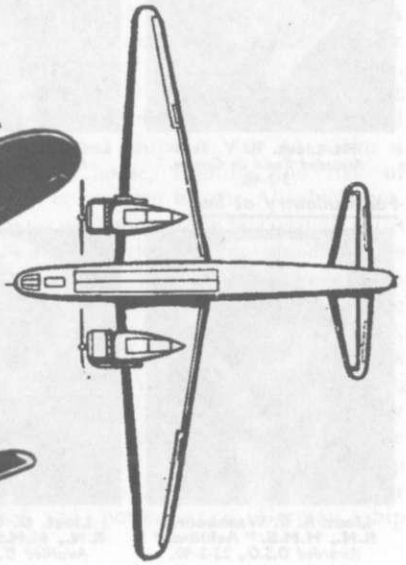


VICKERS WELLINGTON BOMBER

The Vickers Wellington twin-engined, long-range bomber (below) carries a crew of five and is armed with six machine-guns. The main distinguishing feature of this machine is its unusually large tail fin and rudder. The fuselage is deep and has gun turrets at the front and rear. Long bomb traps in the fuselage are visible from below. This is manufactured by the same firm as the Spitfire above.







In page 148, Vol. 2, is given first selection of drawings of British aircraft now in service with the R.A.F. The second set here printed represents four of the most important types which are very much in the public eye. The large drawings are relative in size and show the main features of each machine as they would be seen by an observer on the ground. The smaller sketches of head-on and underside views bring out the major differences such as wing plan, fuselage, streamlining and undercarriage type. The elliptical wings of the Spitfire, Britain's fastest fighter, show a marked contrast to the finely tapered, straight-edged wings of the Wellington. A glance at the engine nacelles in the underside views will show the astonishing difference between the various types, and the contrast between the narrow fuselage of the Hampden and the full lines of the Beaufort is most striking. Air-minded readers will be able to pick out for themselves many other features, making identification of our aircraft a simple and reliable matter.

These drawings are taken by permission from the complete Identification Chart of 19 machines published by "Flight" Publishing Co., Ltd., Dorset House, Stamford St., London, S.E.

Eye Witness Stories of Episodes and Adventures in the Second Great War

The 'Domala' Was Ablaze from Stem to Stern

The heaviest loss of life so far incurred in Nazi air attacks on shipping was inflicted when the 8,440-ton liner "Domala" was mercilessly bombed and machine-gunned in the English Channel. A description of the scene by survivors of the ship is published here by arrangement with the "Evening News" and "Daily Telegraph."

BETWEEN four and five o'clock on the morning of Saturday, March 2, the British liner "Domala" was making her way across the Channel in heavy seas. She had left Antwerp a few hours before, and her passengers comprised 143 British Indian subjects who were being repatriated from Germany in exchange for a number of German subjects. For the most part they were Lascars, who when the war broke out were serving in German cargo ships. Now, after being interned for many months, they were looking forward to their return in due course to their homes in India.

It was not to be, however. Though released from German custody they were not yet free from Nazi terrorism. In the light of the waning moon an aeroplane was seen approaching, and as its navigation lights were burning and the place was the English Channel it was not suspected that it was anything but a British 'plane on patrol. The belief was rudely shattered. Bomb after bomb was dropped in rapid succession, and at least three direct hits were scored. Captain Fitt was killed on his bridge, and fire broke out amidships. The darkness and the rough sea made the work of rescue difficult, but a British destroyer and a Dutch vessel and a lifeboat from the shore managed to pick up a number of the survivors. In spite of every effort, however, 19 of the 46 European officers, including the Captain, 36 of the 106 native crew, and 45 of the 143 Indian passengers were later found to be missing and presumed dead. Many of the survivors sustained injuries more or less severe.

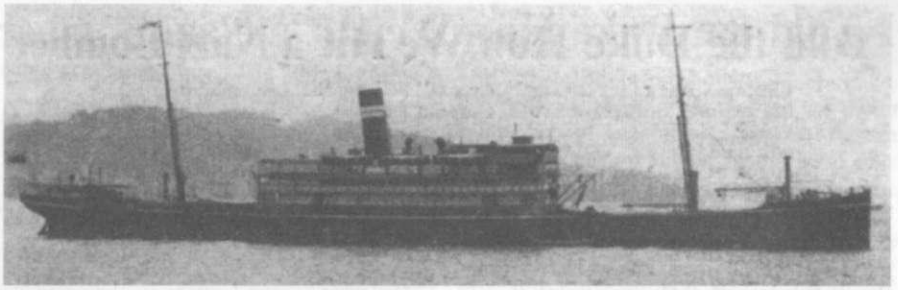
The quartermaster of the "Domala" said:

"The enemy 'plane flew over with full navigation lights and we thought it was a British 'plane until it swooped down to about 40 feet above our decks and dropped a bomb that went right through into the engine-room and killed several of the crew. Within 20 minutes the ship was ablaze from stem to stern. The 'plane swept the decks with machine-gun fire.

"After we had recovered from our surprise, our gunners soon got into action. With the firing of their first shell, the 'plane sheered off like lightning, but returned to machine-gun the occupants in the small lifeboat and those clinging to the rafts.

"It circled round and its wings sometimes nearly touched the water, the pilot being so anxious for his gunners to get the men." Chief Officer Brawn said:

"The outstanding impression that remains in my mind is the terrible fire and



Victim of one of the worst exhibitions of Nazi savagery, the "Domala," 8,440 tons (top), was a member of the fleet of the British India Steam Navigation Company. Though severely damaged by fire and bombs in the attack of March 2, she managed to reach an English port.

In this dramatic photograph (left), the "Domala" is seen at daybreak blazing furiously. Above her flies a British 'plane searching the seas for further survivors who may be afloat on rafts. In the centre picture two of the survivors are seen: Chief Officer W. Brawn, and Third Officer T. A. Taylor.

Photos, Topical, Associated Press and L.N.A.

fumes which, added to the heavy seas, made rescue work so difficult.

"The last I saw of Captain Fitt was as he stood on his bridge. I went to report to him that the vessel was on fire amidships, and he then gave the order to abandon ship. I did not see him again.

"After the rescue work was completed the warship conducted a further search with the aid of an aeroplane. The 'plane spotted a raft and it was found that the only survivor left on the raft was Cadet Duval, who is 17.

"Six other Europeans had been overcome by the terrible cold and heavy seas and had been washed off the raft. Duval was frozen stiff and had no strength to move.

"Sailors of the warship formed a living chain over the side of their ship and when the man at the end of the chain reached Duval he had to wrench his frozen hands away from the raft."

Chief Officer Brawn described Junior Engineer J. Dunn, of Kelty, Fife, as the "bravest man in the ship."

Dunn was in the engine-room when the first bomb crashed through the deck and then exploded. Despite a broken leg and terrible burns on the face, he crawled the length of the ship and clambered up a 40 ft. perpendicular iron ladder on to the poop.

"His bravery and stamina was amazing," said Chief Officer Brawn. "I do not know how he could have done it with his terrible injuries. We gave him some water and cheered him up, and told him that we were doing our best to save him.

"A warship almost succeeded in getting a boat to us, but had to recall it owing to the heavy seas. Our only chance to save Dunn was to lower him into the water. We gave him a lifebelt and threw a lifebuoy to him. He was eventually picked up, but did not survive his terrible injuries."

Skipper Craig, of the Aberdeen trawler "Arora," beat off two Nazi bombers with a Lewis gun on February 27, 1940, amidst a hail of bullets and incendiary bombs.

Photo, G.P.U.

I Told the Duke How We Hit a Nazi Bomber

Captain Craig of the trawler "Arora" believes that his machine-gun fire actually brought down a German bomber which attacked his vessel. Summoned to the Admiralty to tell his story, he was congratulated by Rear-Admiral the Duke of Kent. This account of the attack as told by a member of the "Arora's" crew is taken from a special interview in the "Evening Standard."

FOUR Aberdeen trawlers were attacked in the North Sea by Nazi warplanes on February 27—the "Arora," the "Bilsdean," "Craigcoilleach," and the "Strathrannoch."

The "Bilsdean" and "Craigcoilleach," which were fishing together, were attacked by a single enemy machine, which bombed and machine-gunned them.

Machine-gun bullets hit the two trawlers, but the crews escaped injury. One bullet hit the wheelhouse of the "Craigcoilleach"—an unarmed ship.

Two bombers swooped on the "Arora" which fought back with her Lewis gun. She drove off the 'planes.

One disappeared with smoke pouring from its tail and gradually losing height.

For twenty minutes the skipper, Alexander Craig, and his chief engineer, James Cowie, replied to the attack with one of the Lewis guns with which all these small craft are being equipped

"The first warning of the attack," said a member of the "Arora's" crew, "was the sound of the machine-guns.

"One 'plane flew down the side of the trawler, raking her with machine-gun fire, and was followed by the other 'plane.

"When Skipper Craig and the chief engineer replied with the Lewis gun the 'planes altered their tactics.

"They then flew along each side of the trawler so that the Lewis gun could be directed at only one at a time.

"Heedless of the hail of bullets which tore into the deck at their feet, Skipper Craig and the chief engineer fought back with their gun.

"Four bombs were then dropped by the 'planes. Three fell into the sea, but the other, an incendiary, hit the stern of the trawler, setting it alight.

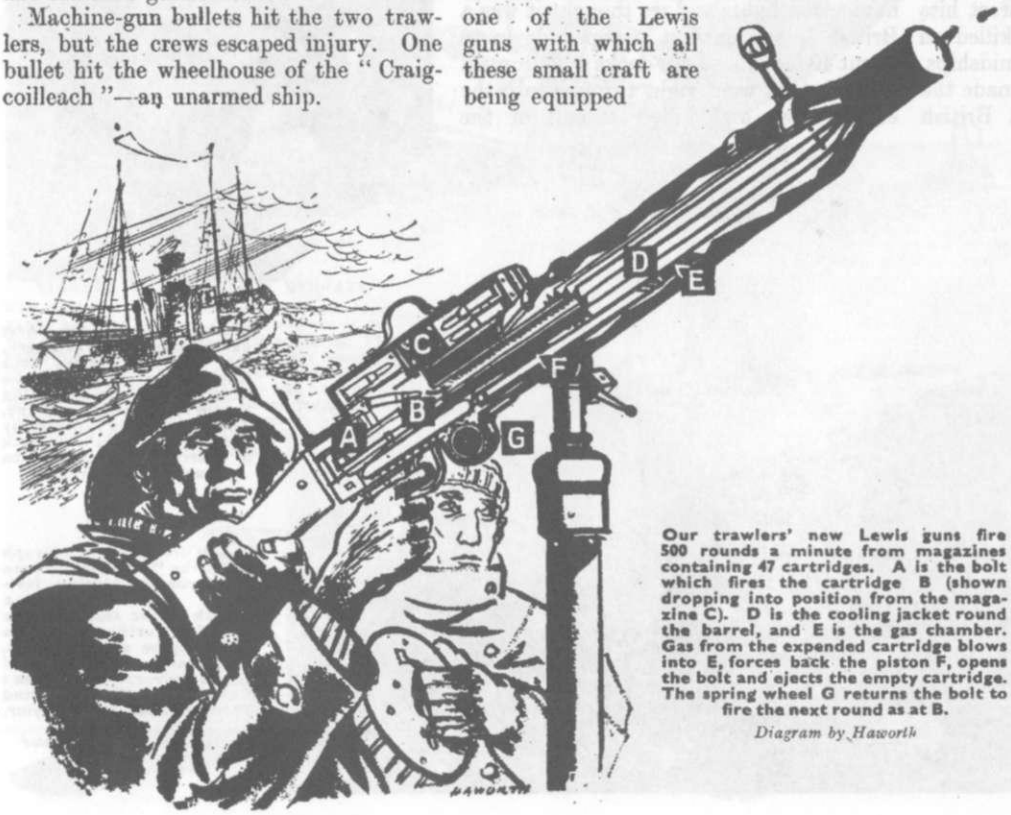
"While the enemy continued their attack, the second-engineer dashed up with a fire extinguisher and put out the flames.

"Another machine-gun attack was made by the 'planes before they left. One appeared to be hit.

"The cook was in the galley when he was hit in the arm by a bullet which ricochetted off the small boat."

On his return to port, Captain Craig was called to the Admiralty to relate his experience, and there he was questioned by the Duke of Kent. Describing his interview, Captain Craig said:

"The Duke congratulated me, but I can't remember his words. I was too nervous. But he did say I had done jolly well.



Our trawlers' new Lewis guns fire 500 rounds a minute from magazines containing 47 cartridges. A is the bolt which fires the cartridge B (shown dropping into position from the magazine C). D is the cooling jacket round the barrel, and E is the gas chamber. Gas from the expended cartridge blows into E, forces back the piston F, opens the bolt and ejects the empty cartridge. The spring wheel G returns the bolt to fire the next round as at B.

Diagram by Haworth

I WAS THERE!

" I told them it was really very little. They laughed for that seemed to amuse them.

" I was able to tell them that the Lewis guns are good. The hits I scored proved that. But I told them also that we amateur gunners, as you might call us, would like some form of protection at the guns.

" I suggested a shield of some sort. An officer nodded, and said : ' Yes, we're going into that now.' "

'The Bravest Man I Ever Saw'

It was largely owing to the bravery of the wireless operator, who stayed at his post till the last minute, that the U-boat which sank the "Sultan Star" was shortly afterwards sent to join its victim in "Davy Jones's Locker." The story as told by the Captain of the "Sultan Star" is here published by arrangement with the "News Chronicle."

TORPEDOED some 200 miles off Land's End, the 12,000-ton cargo-liner " Sultan Star " sank almost immediately, but fortunately only one member of her crew of 72 lost his life.

" The bravest man I ever saw," was Captain Bevan's tribute to his radio operator, P. G. Windsor.

" I was on the bridge when suddenly I felt a bump. It never occurred to me that it was a torpedo.

" I thought we had bumped into something, and before sending out an S O S I decided to see if there was any sign of what we had hit.

" I walked to the end of the bridge and found that my ship was sinking on an even keel and going down by the stern," he said.

" I ordered ' Sparks ' to send out an S O S. The ship continued to slip down backwards and when she was almost right up in the air, I decided it was time to abandon her.

" ' Sparks ' was still sending out message after message. When I said to him, ' Come on, you must get off, you need not wait for the " All clear " ' "—the indication that a distress signal had been received—" ' Sparks ' said, ' I am staying here till I get it.'

" And he did.

" The boat was upright in the water and sinking steadily. It was a most extraordinary sight to see her funnel lying along the surface, with the sea pouring into it.

" And there was ' Sparks ' still up there waiting for his ' All clear ' signal and refusing to leave.

" I got all my crew off and we stood by hoping that ' Sparks ' would come. He remained at his post and gradually the ship went down under him.

" When there seemed no possible hope of him escaping, he crept out on the port side, got hold of a rope and slid down into the water. A minute or so later the ship disappeared.

" It was the most perfect sinking you could ever see. She slipped down like a lady. It looked as though she were kissing us good-bye. Every minute we had expected that she would topple backwards and catch our boats.

" But she just quietly disappeared.

" Then we saw ' Sparks ' in the water hanging on to a hatch with a lifebelt round his neck and yelling his head off.

" We arrived just when he was all in. How's that for gallantry ? "

Although other members of the crew said : " No praise is too high for him," Windsor himself refused to say much :

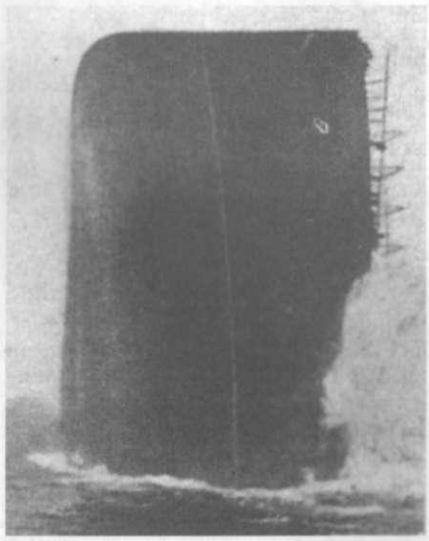
" I went on sending the calls until the water was coming over the lower deck," he said. " Then I decided it was time to make my getaway. Away in the distance a warship was attacking the U-boat which had sunk us."

Captain Bevan said that they saw neither the submarine nor the torpedo that hit them. They were eventually picked up by a British warship.

" When we reached the warship," Captain Bevan continued, the commander said to me, ' Well, captain, bad luck ; but we got that —— for you. We made a good job of him.' "

He was told that the warship's crew saw the submarine come to the surface, turn turtle and sink.

The Blue Star cargo liner, " Sultan Star," 12,306 tons, owned by Frederick Leyland & Co., Ltd., was torpedoed on February 14 in the Bay of Biscay. On the right is her master, Captain W. J. Bevan, and on left is Mr. P. G. Windsor the ship's radio officer, who was described by Captain Bevan as " the bravest man I ever saw." *Photos, Topical*



This unusual picture of a torpedoed merchantman reprinted from page 83, exactly illustrates the manner of sinking of the " Sultan Star." *Photo, Keystone*

A Submarine Collided With Our Ship

In addition to those destroyed by warships, more than one U-boat was severely damaged if not sunk by collision with merchant-vessels. The following stories issued by the B.U.P., as told by the captains of two of these ships, are first-hand accounts of very unusual coincidences in U-boat encounters.

CAPTAIN ERIKSEN HVAL, master of the Norwegian ship " Anfinn," a wooden vessel of 790 tons, believes that he sank a submarine in a collision with his vessel on February 24, " mid-way between the Scottish and Norwegian coasts."

He stated :

" We were homeward bound from Methil with a cargo of coal when suddenly something rose and hit us. We felt the scraping of another vessel against our ship after a sudden shock.

" We have reason to believe that we so heavily damaged a submarine we saw wallowing in the sea behind us afterwards that it became unfit to rise.

" We could not see much because the crew was busy keeping our own

OUR DIARY OF THE WAR

Thursday, February 29, 1940

Russians claimed to be **within four miles of Viipuri** and to be preparing final assault on the town.

Finns repulsed three attempts by Russians to cross Taipale river, and frustrated an attack near Pitkaerantae, north-east of Lake Ladoga.

Germany's methods of sea warfare denounced by Professor Koht, Norwegian Foreign Minister.

French steamer "P.L.M.25" reported sunk by mine in North Sea.

"Graf Spee" wreck sold to Uruguayan firm for breaking up.

Estonian Government issued order forbidding Estonian merchant ships to navigate North Sea and other dangerous waters except under convoy.

Press Department of German Legation at The Hague issued statement warning neutrals that by accepting British system of navicerts they make themselves suspect to Germany.

Friday, March 1

Russians continued to press on Viipuri. There were violent air battles over the Karelian Isthmus.

Finns bombed Russian communications, including a railway junction and troop trains.

Air Ministry announced that **R.A.F. aircraft** made deep reconnaissance flights into Germany; one **penetrated to Berlin.** Baltic ports of Kiel and Luebeck and ports in Heligoland Bight were also reconnoitred. No opposition encountered.

British steamer "Pyrrhus" sunk by enemy action off West Coast of England.

Norwegian steamer "Brott" and British fishing trawler "Courage" bombed and machine-gunned off Yorkshire coast, but reached port.

Survivors of mined Italian steamer "Mirella" reached Suffolk coast.

Latvian steamer "Katvaldis" reported bombed and machine-gunned off Yorkshire coast.

Details of wartime rationing decrees in France were published.

Mr. Sumner Welles arrived in Berlin and had an interview with Herr von Ribbentrop.

Saturday, March 2

Air Ministry announced that aircraft of **R.A.F. Bomber Command flew over Berlin** during night of March 1-2. Leaflets and parachute flares were dropped. Ground batteries came into action, but fire went wide of mark.

Finns claimed that **34th Moscow Tank Brigade** had been **wiped out** in area north of Lake Ladoga.

Russians reported to have reached suburbs of Viipuri, which was being set on fire by retreating defenders.

Finns admitted further short retreats in Karelian Isthmus to regions of Sainio, 5 miles south of Viipuri on coast, and of Heinjoki, 17 miles east of the town. Russian attacks repulsed at Taipale.

Soviet bombers over Helsinki chased away by Finnish fighters.

British India passenger ship "Domala" attacked by Nazi bomber in English Channel; 100 persons reported missing or dead.

British steamer "Albano" mined in North Sea.

Norwegian steamer "Silja" overdue and presumed lost.

German steamer "Troja" scuttled off Aruba Island, West Indies.

Mr. Sumner Welles was received by Hitler.

Sunday, March 3

Hand-to-hand fighting reported in southern suburbs of Viipuri. Russians claimed to have captured the railway station.

Finns reported that they had brought down at least 28 enemy 'planes during week-end.

R.A.F. bombers flew over Berlin during night of March 2-3, the fifth time within a week. Ground batteries opened fire and German fighters went up, but there was no engagement.

Standing patrol over seaplane bases of Frisian Islands met with intense fire from enemy guns.

Great air activity over Western Front during week-end; **British fighters brought down three enemy machines,** a Messerschmitt, a Heinkel and a Dornier, and French fighters accounted for two Dorniers.

British steamer "Cato" sunk off West Coast.

Two Dutch cargo boats, "Schieland" and "Limburg," stated they had been machine-gunned by Nazi 'planes in North Sea.

Many air attacks on British fishing-boats were reported.

British trawler "Ben Attow" sunk off East Coast of Scotland.

Reported that two more Dutch trawlers—"Sint Annaland" and "Rijnstroom"—were attacked during week-end by Nazi bombers. Last-named boat feared lost.

Three survivors of Dutch coastal vessel, "Elziena," sunk by enemy 'plane, arrived at port on North-east Coast.

Swedish vessel "Lagaholm" sunk.

Italian Government protested strongly against British order that further imports of coal from Germany by sea are to be seized.

Announced that in 100 days ending March 1, £100,000,000 was raised in saving certificates and defence bonds.

Tuesday, March 5

Russians continued assault on **Viipuri,** which was **still in Finnish hands.**

They succeeded in crossing ice of Viipuri Bay, Finns contesting their landing on its western shore. Enemy also attacked further west along the coast. Helsinki and other towns in south-central Finland suffered from enemy air raids.

THE POETS & THE WAR

XXII

CARRYING ON!

By I. Shipton

It's thick off Ushant they say ton'ght, and a convoy homeward bound,
We've got to shepherd it safely in with neither light nor sound;
It isn't much fun to crawl along, and grope your way in a fog,
A damned sight worse when you're not alone—(but you can't put that in the log):

An S O S from a sinking ship that is fifty miles away,
Thirty knots in the blinding rain, drenched with a biting spray,
It isn't much fun as she takes it green, and rolls like a hump-backed whale,
To plough our way full speed ahead in the teeth of a howling gale:

There's a nasty swell, and a steep head-sea, but the Beef Trip runs to time,
Though it's dark as pitch and as wet as hell, for the folks at home must dine;
It isn't much fun on the bridge tonight, a twelve-hour spell in the dark,
When there's mines and shoals and a lurking death, with never a guiding mark:

It isn't much fun—but it's just our job, and a job that has no end,
So we're nosing out to sea tonight to take what the sea may send,
We don't care what we are called to do so long as the job gets done—
There's a spot of work on hand tonight, and the watchword's—"Carry on!"

—*The Navy*

German cargo ship "Heidelberg" seized by British cruiser after leaving Aruba, West Indies.

Nazi aircraft, flying over Belgian territory, were chased by Belgian fighters, one of which was shot down and the other two damaged.

Mr. Sumner Welles had interviews with Herr Hess and Field-Marshal Goering. Later he left Berlin for Basle en route for Paris.

Monday, March 4

Air Ministry announced that **R.A.F. 'plane bombed a U-boat,** and probably destroyed it, in Schillig Roads, Cuxhaven.

Viipuri still in Finnish hands. Defenders repulsed attacks both across ice on Viipuri Bight and to east of town.

Russians suffered severe losses in fighting north-east of Lake Ladoga, and also withdrew their forces in Petsamo sector.

League of Nations mission stated to have arrived in Helsinki to inquire into Soviet methods of warfare.

Paris reported increased activity on Western Front and much aerial fighting during which at least one, and probably three, enemy machines were brought down.

British liner "Pacific Reliance" sunk by enemy action off West Coast

German raid made on British outpost in Maginot Line, during which enemy captured 16 prisoners. Casualties on both sides. The post was later recaptured.

British warships detained five Italian steamers for examination in Downs contraband control base.

Reported that two more neutral vessels—Italian "Maria Rosa" and Norwegian "Vestfoss"—had been sunk.

Wednesday, March 6

Battle on ice of Viipuri Bay continued without further gains for Russians.

Enemy attacks on south coast of Finland driven off.

Patrol and artillery activity reported from other parts of Karelian Isthmus, also north-east of Lake Ladoga.

Cargoes of eight out of nine Italian ships carrying coal from Germany detained in prize.

Enemy air attacks made on lightship off Norfolk coast and on tanker "Shelbrit II" off north-east coast of Scotland.

New Cunard White Star liner "Queen Elizabeth" reached Nova Scotia, en route for New York, after 10-day secret voyage, without passengers, from Clydebank.